

Accuses Polish workers of trying to overthrow communism

Kremlin served notice yesterday that it would not sanction the historic compromise hammered out between the Polish party leadership and the strikers to settle the crisis, in an ominous warning "Pravda"

today accuses the strikers of attempting to overthrow communism and appears to revive the Brezhnev doctrine. The Gdansk agreement concedes to workers the right to strike and free trade unions.

Ominous sign of Kremlin anger

From Michael Binyon
Moscow, Aug 31
In an extremely ominous sign of Soviet anger over the Polish situation, the Pravda newspaper today pointedly accused the strikers of attempting to overthrow communism in Poland, breaking its long silence on the Polish crisis. Soviet television this evening broadcast angrily and harshly worded attacks on the strikers, accusing them of continuing to put forward unacceptable political demands, damaging the interests of the Polish working class.

block country where the communist system was deemed to be threatened. The Pravda article made no mention of the settlement signed today by the strikers and Polish Government negotiators, which has still not been reported in the Soviet media. Nor did it say anything of the agreement to allow workers the right to strike and set up their own trade unions free of party control.

Both these demands are completely unacceptable to the Soviet leadership, which has always been intensely suspicious of any organisation not under the direct political control of the party. The Russians see any such body as the thin end of the wedge which could be used to prise open the party's monopoly of power.

Also, they do not accept any liberalisation of the press in any Soviet block country, and may well believe that Mr Gierk, like Mr Dubcek, has gone beyond the bounds of what is acceptable in a communist system. The Pravda article, sanctioned by the entire Politburo, may have been prepared in advance of today's settlement, since it gives the impression that the chaos in Poland is still worsening and the strikers, far from calling for a return to work, are still trying to broaden their actions.

Pravda noted that Poland held an important place in Europe and in European politics, was a member of the Warsaw Pact and of Comecon. It said the strikers (whom it did not call "workers") were trying to prevent normal work and social life in Poland and damage the country's economic and social development.

The Russians are clearly fearful of the Polish example spread. They know that industrial unrest could lead to political unrest, and in much of Eastern Europe, where living standards fall well below expectations and the creaking economy is in trouble, worker discontent is rising.

More worrying, Soviet workers themselves are showing signs of restlessness. The Russians were shaken by a number of brief work stoppages over food shortages in the giant Soviet car plants earlier this summer, and moved quickly to quell the trouble with emergency deliveries of food and visits by top Soviet leaders.

Employment Act to be target at Brighton

From Paul Routledge
Labour Editor
Brighton

Organized trade union hostility to the employment Act now coming into force will be brought into sharp focus today. The leader of the largest union has predicted that unions will break the law and suffer the consequences.

On the first day of the TUC conference here, more than 100 delegates representing 100 unions are being recommended to mount a "sustained and vigorous campaign of non-cooperation with the Government, including, if necessary, industrial action."

An overwhelming majority in favour is expected, signalling the official start to the TUC's campaign of outright opposition to the industrial relations reforms on picketing, the closed shop, state-funded strike ballots and other changes in labour law.

On the eve of the debate, Mr Mosyn Evans, general secretary of the Transport and General Workers Union, which has 2.2 million members, said: "Unions at times will find it necessary to break the law, and I suppose they will have to put up with the consequences."

His remark was echoed by Mr David Barnett, general secretary of the General and Municipal Workers Union, who said: "It seems to us, quite inevitable that some trade unionists will end up in jail. I think the legislation is highly dangerous."



Mr Len Murray relaxes in the sun on the promenade at Brighton yesterday.

move by the bakers from appearing on the agenda. However, the controversy over acceptance of government money for ballots is by no means buried. Asked what should be done to those unions in breach of the official boycott of the Act, Mr Barnett said: "I believe the TUC should consider action under Rule 13. That is the rule of congress which lays down suspension and ultimately expulsion for activities contrary to

the declared principle or policy of the TUC. The list of sponsors and supporters of the motion declaring "outright rejection of these provisions designed to weaken trade unions in order to facilitate the implementation of callous economic policies" reads like a roll of honour of the labour movement.

Debate on the policy attitude towards Mr James Prior's employment law reforms will strike the keynote for a week of bitter criticism of the whole range of Chamberlain economic and social policies.

Other composite motions published yesterday strike at the heart of the Government's anti-inflation strategy. One on collective bargaining rejects all forms of wage restraint and promises "implacable opposition" to the proposed 10 per cent pay rise limit for public servants.

Other TUC news, page 2
Looking for old influence, page 16

From the hotel where he is staying in London, Botham described the incidents as "the behaviour one expects from football hooligans." He added: "I was walking out to make the final inspection with Chappeil and the two umpires, when he was hit on the back of the head by a ball."

"I did nothing about it but as we were all walking in a man in his twenties grabbed the umpire David Constant by the tie and shoved and jostled him," Greg Chappell said. "I moved in to break it up."

He said the man thought he was being clever, and added that the abusive language being shouted in the Pavilion had disgusted him. "It was a disgrace especially as it involved the Roman Catholic Church," he said, "bringing the Pope into a back door, flouting the constitution and the laws of the Realm."

John Woodcock, page 19

The Pope to pay pastoral visit to Britain

By Robert Nowell

The Pope is to visit Britain, probably in the summer of 1982, according to an official announcement by the Roman Catholic Church in Britain. It will be a pastoral visit to the Roman Catholic community.

The news of the visit provoked an angry response from militant Protestants. The Rev Ian Paisley complained to Downing Street, but the Archbishop of Westminster, Cardinal Hume, said it was very important to emphasize that the Pope was coming to Britain as a friend, and not as a threat.

There will be a strong ecumenical aspect to the visit with considerable likelihood of the Pope going to Canterbury to meet with Anglican Primates, Dr Robert Runcie. There is every possibility that during his visit the Pope will meet the Queen.

The formal invitation has come from the Roman Catholic Bishops' Conference of England and Wales, with a parallel invitation being extended by Cardinal Gray, Archbishop of St Andrews and Edinburgh, on behalf of the Scottish bishops.

The invitation was made and accepted when, just over a

week ago, Cardinal Hume, and Archbishop Woollcock of Liverpool, were received by the Pope and his entourage in a copy of the Pope's message to the British people.

In a message to the Pope the Archbishop of Canterbury said that the Pope would be warmly welcomed with real affection by Anglicans and other Christians as well as by his own community.

Dr Runcie also invited the Pope to make an ecumenical pilgrimage to Canterbury. A statement from Buckingham Palace said that the Queen, who will be seeing the Pope when he visits Rome in October, would naturally meet him if she is in the country at the time.

The pastoral nature of the Pope's visit and the fact that it is not a State visit, was strongly emphasized by Cardinal Hume, at a press conference he gave at Archbishop's House, Westminster, yesterday.

Unlike the visits the Pope has undertaken to various countries so far, there is no specific occasion or event to bring him here, such as the seventh centenary of St Albert the Great, which will take him to West Germany in November.

He thought there was a lot to be said for a Pope who went round visiting his own people and he was keen that this visit

to Britain should be to the people. "It is not everyone who is able to go to Rome to see the Pope."

The present Pope had a great power to communicate spiritual values and the message of the gospel. In this way his presence among the Roman Catholic community here would help to put across the values the bishops were trying to communicate and would thus enhance rather than diminish their ministry.

What he looked forward to from the Pope's visit was a word of encouragement, a word of hope, a word of peace. Back door visit: In his protest to Downing Street, the Rev Ian Paisley, Moderator of Ulster's Free Presbyterian Church, said he had been told by one of the Prime Minister's aides that, as far as he knew, there had been no Government approval for the visit (the Press association reports).

Constitutionally, the Queen could not invite the Pope, and the visit was an attempt by the Roman Catholic Church to "bring the Pope into Britain by a back door, flouting the constitution and the laws of the Realm."

Gdansk shipyard strikers win changes from Warsaw

By Jessa Trevisan
Aug 31

Strikers today signed a settlement with the Government providing for sweeping changes in the country's communist system and signalling the end of a summer of labour official turmoil. The strikers intend to re-work tomorrow.

This was not just about low living standards or wages, he said. What was happening in Poland in the past 18 days reflected the accumulation of political, economic and moral grievances of the entire society.

Mr Jazdzewski said, of how Poles had talked to one another. There were no winners or losers, he declared. Mr Walesa signed the official document with a flourish, using an 18-inch bright red ballpoint pen adorned with a picture of the Pope. He also sported a rosette around the neck of his T-shirt.

Emphasizing the importance of the independent new unions for Poland's future, Mr Walesa urged the workers to maintain the solidarity manifest during the strike when they go back to work.

Among the political demands of the strikers is also the abolition of censorship and the right to truthful information, which the Government met up to a point. However, it insisted on complete control concerning matters of the state like, for example, Poland's alliance with the Soviet Union, or the fundamental issue of the communist system, which cannot be questioned or challenged.

In fact, on all the political issues there was give and take, but for a communist system the authorities have gone a long way to strike a compromise.

Iran 'Cabinet of conflict' disowned by President

Tehran, Aug 31.—Mr Mohammad Ali Rajai, the Iranian Prime Minister, finally named his Cabinet today, but many of his choices were immediately disowned by President Ebn-Sadr.

Mr Rajai proposed his little-known team, including at least five former political prisoners, in a letter to Parliament, which will vote on them this week.

Mr Bani-Sadr, whose efforts to block hardliners during the past three weeks of stalemate appeared largely unsuccessful, gave warning today against a government of conflict.

Mr Hossein Mousavi, a newspaper editor, as Foreign Minister, political sources said.

Compromise was reached over the Ministry of the Interior but decision that Mr Rajai's choice to leave the Defence portfolio vacant at present was a sign of the deep rift between the two leaders.

An aide said: "The President has been under pressure. For the benefit of the country he accepted this Cabinet but he is not optimistic about its future."

IRA in border kidnap of police reservist

From Christopher Thomas
Belfast

A police reservist was held captive last night by the Provisional IRA after being seized from his milk lorry in the border village of Newtownhamilton, south Armagh.

Mr William Wallace Allen, aged 49, from Markethill, disappeared at 10 am yesterday. He has two children, a son, 22, and a daughter, aged 20. His wife, Mary, yesterday appealed for his safe return and offered what little money she possessed.

IRA in border kidnap of police reservist

From Christopher Thomas
Belfast

A police reservist was held captive last night by the Provisional IRA after being seized from his milk lorry in the border village of Newtownhamilton, south Armagh.

Mr William Wallace Allen, aged 49, from Markethill, disappeared at 10 am yesterday. He has two children, a son, 22, and a daughter, aged 20. His wife, Mary, yesterday appealed for his safe return and offered what little money she possessed.

Wickshire John ver League

ire became the John Player champions for the first time when they beat the nearest challengers, the six wickets. Last season they finished fourth in the season they have been on top. They needed 181 to win and Whitehouse made it with a stand of 66 in nine.

plea to whites

h, the former Rhodesian Prime Minister, urged whites, about 1,000 of whom he said were in Zimbabwe, to stay in the country. He said Mr Robert Mugabe's regime was a threat to the whites.

Blockade causes big losses on ferries

The fortnight's blockade of Channel ports by French fishermen inflicted heavy losses, mainly because of fuel costs, on ferry firms and drove out of business the Jetlink hydrofoil service between Brighton and Dieppe, but tourist travel across the Channel, except for day trippers, was nearly a quarter up on last year.

Operation Crusader 80, the much publicized Nato exercise designed to test Britain's capacity to reinforce the Rhine Army, is under way. It will involve 30,000 troops and 130 vehicles, and cost £8.5m.

Peking's frail leaders

Five of the leaders attending the opening of China's Parliament in Peking were so old and frail that they had to be supported by attendants during the playing of the national anthem.

Anti-nuclear motions on Labour agenda

Strong pressure on the Labour Party to renounce nuclear weapons and to close nuclear bases is reflected in the agenda for this year's annual party conference. Many resolutions from constituency parties call for withdrawal from Nato and point to the increased government spending on armaments at a time of industrial decline.

Channel record: A six-man service team yesterday crossed the English Channel by parachute after jumping from an aircraft 25,000 feet above Dover.

Athens: Greece seeks power to combat press monopolies.

Lesotho: Anger at role of police in deaths during pop concert stamped.

Anti-nuclear motions on Labour agenda

Strong pressure on the Labour Party to renounce nuclear weapons and to close nuclear bases is reflected in the agenda for this year's annual party conference. Many resolutions from constituency parties call for withdrawal from Nato and point to the increased government spending on armaments at a time of industrial decline.

Channel record: A six-man service team yesterday crossed the English Channel by parachute after jumping from an aircraft 25,000 feet above Dover.

Athens: Greece seeks power to combat press monopolies.

Lesotho: Anger at role of police in deaths during pop concert stamped.

Anti-nuclear motions on Labour agenda

Strong pressure on the Labour Party to renounce nuclear weapons and to close nuclear bases is reflected in the agenda for this year's annual party conference. Many resolutions from constituency parties call for withdrawal from Nato and point to the increased government spending on armaments at a time of industrial decline.

Channel record: A six-man service team yesterday crossed the English Channel by parachute after jumping from an aircraft 25,000 feet above Dover.

Athens: Greece seeks power to combat press monopolies.

Lesotho: Anger at role of police in deaths during pop concert stamped.

Anti-nuclear motions on Labour agenda

Strong pressure on the Labour Party to renounce nuclear weapons and to close nuclear bases is reflected in the agenda for this year's annual party conference. Many resolutions from constituency parties call for withdrawal from Nato and point to the increased government spending on armaments at a time of industrial decline.

Channel record: A six-man service team yesterday crossed the English Channel by parachute after jumping from an aircraft 25,000 feet above Dover.

Athens: Greece seeks power to combat press monopolies.

Lesotho: Anger at role of police in deaths during pop concert stamped.

SAVE & PROSPER GROUP

NEW FROM SAVE & PROSPER
12.5% pa
FROM GILTS

The new Save & Prosper Gilt and Fixed Interest Income Fund offers you a 12.5% per annum estimated gross starting yield, plus the prospect of capital appreciation if interest rates fall.

This Fund will be supervised by Investment Managers with considerable experience of this highly specialised type of investment. At Save & Prosper we already successfully manage £100 million worth of fixed interest investments spanning the entire fixed interest markets.

The aim of the Fund's Managers will be to secure a continuing high income from an actively managed portfolio of high yielding gilts, money market deposits, local authority loans and company debentures.

The Managers are not constrained by any capital gains tax considerations in the day-to-day management of the Fund. For this reason they can switch holdings from one sector of the fixed interest market to another with the aim of maximising the Fund's income.

For full details of this new investment opportunity, complete and return the coupon. We pay the postage.

Save & Prosper is a member of the Unit Trust Association.

GILT AND FIXED INTEREST INCOME FUND

The Customer Services, Save & Prosper Group Ltd, FREEPOST, 4 Great St. Helens, London EC3B 3XT. Tel: 01-583 8393.

Please send your full details of investment in the Gilt and Fixed Interest Income Fund.

Not applicable in Eire

SAVE & PROSPER GROUP

HOME NEWS

Constituency pressure for pledge in next Labour manifesto to renounce all nuclear weapons

By George Clark
Political Correspondent

Pressure from constituency Labour parties for the next Labour manifesto to pledge a renunciation of nuclear weapons and the closing down of all nuclear bases, British or American, in the United Kingdom or in British waters is reflected in more than 130 resolutions included in the final agenda, published yesterday, for this year's annual party conference. It is the continuation of a left-wing campaign that has already pushed the party leadership down the road towards nuclear disarmament, despite the resistance of Mr James Callaghan, the leader, and the Shadow Cabinet.

Many of the resolutions press for the natural consequence of such disarmament, withdrawal from Nato, a move that is being strongly resisted by the main stream of the party. Some refer to the decision of the special conference of the party in June, where a policy document opposed to a new generation of British nuclear weapons and the closing of American nuclear weapons in the United Kingdom was approved, and ask that the party leadership should campaign in support of those demands.

There is a call from Newport that Mr William Rodgers, the frontbench defence spokesman, should be replaced immediately by someone who will advocate party policy.

A resolution from the Society of Graphical and Allied Trades applauds the NEC decision to support the present Government's plan to replace the Polaris weapon at the expense of social spending, and against the deployment of cruise and Pershing 2 missiles in Western Europe.

The union asks for a firm manifesto commitment opposing nuclear weapons and pledging closure of all nuclear bases, and adds that "the adoption of a policy to establish a European nuclear-free zone would be a major step towards worldwide disarmament".

Mr Callaghan will have to build up strong support from his trade union friends if he is to fight off that challenge successfully. In the resolutions there are many references to the huge and increasing cost of armaments while productive industry goes into decline and while there are "savage cuts" in public services.

Apart from defence, the party's constitutional reforms will form the main subjects for debate. That is where the clash will occur between the left-wing majority of the NEC, led by Mr James Callaghan, and the leadership to the right.

There is a call from Newport that Mr William Rodgers, the frontbench defence spokesman, should be replaced immediately by someone who will advocate party policy.

conference, and Mr Callaghan and the Shadow Cabinet, who would have to survive present disarmament lines.

Last year's conference decision in favour of the mandatory submission for reselection of MPs as constituency general management committees between elections, although strongly opposed by the moderate groups, seems likely to be confirmed.

The most contested proposals, backed by a majority of the NEC, are that the leader and deputy leader should be chosen by an electoral college representing all sections of the party, and not merely by the Labour MPs; that the party manifesto should be drawn up by the NEC alone and not by the NEC and the Shadow Cabinet; and that the Parliamentary Labour Party should be committed to implementing party policy.

With the help of a number of trade union block votes and the support of all moderate MPs in the party, Mr Callaghan hopes to get those proposals defeated. Labour's serious financial position is "cause for great concern", according to Mr John Gummer, secretary of the finance department.

The party ended last year with a net reduction of £244,937 on all its funds. Total net assets fell from £737,000 to less than £492,000, and most of that is held in non-cash items.

From Arthur Reed
Air Correspondent

The Farnborough Air Show opened on a buoyant note for the British aerospace industry. The projects among aircraft, engine and equipment manufacturers from all over the world.

Interest yesterday centred on the Airbus Industrie, a consortium formed by French, West German, British, Dutch and Belgian interests, is to build as its next civil project, A1, in which Britain has a 20 per cent partnership, has logged 421 orders from 36 airlines for its wide-bodied A300 and A310 air buses with between 200 and 300 seats.

The consortium has the choice of developing another big Airbus to fly on long-range routes, or a 130-seat aircraft with a narrow body. Mr Bernard Lathiere, director general of A1, said yesterday: "A decision will be made in the middle of next year."

But behind the scenes at Farnborough there is a growing unease among industry leaders that those expensive military



A pilot's view of part of the static display at the Farnborough Air Show, which opened yesterday.

Farnborough show opens with £40m order

From Arthur Reed
Air Correspondent

The Farnborough Air Show opened on a buoyant note for the British aerospace industry. The projects among aircraft, engine and equipment manufacturers from all over the world.

Interest yesterday centred on the Airbus Industrie, a consortium formed by French, West German, British, Dutch and Belgian interests, is to build as its next civil project, A1, in which Britain has a 20 per cent partnership, has logged 421 orders from 36 airlines for its wide-bodied A300 and A310 air buses with between 200 and 300 seats.

The consortium has the choice of developing another big Airbus to fly on long-range routes, or a 130-seat aircraft with a narrow body. Mr Bernard Lathiere, director general of A1, said yesterday: "A decision will be made in the middle of next year."

But behind the scenes at Farnborough there is a growing unease among industry leaders that those expensive military

signed by Westland will be rare at this year's show, which is mainly concerned with talks behind the scenes on future projects among aircraft, engine and equipment manufacturers from all over the world.

Interest yesterday centred on the Airbus Industrie, a consortium formed by French, West German, British, Dutch and Belgian interests, is to build as its next civil project, A1, in which Britain has a 20 per cent partnership, has logged 421 orders from 36 airlines for its wide-bodied A300 and A310 air buses with between 200 and 300 seats.

The consortium has the choice of developing another big Airbus to fly on long-range routes, or a 130-seat aircraft with a narrow body. Mr Bernard Lathiere, director general of A1, said yesterday: "A decision will be made in the middle of next year."

But behind the scenes at Farnborough there is a growing unease among industry leaders that those expensive military

signed by Westland will be rare at this year's show, which is mainly concerned with talks behind the scenes on future projects among aircraft, engine and equipment manufacturers from all over the world.

aircraft may be out of date already because they need long runways. In times of conflict runways would be prime early targets for destruction by an enemy.

British Aerospace and Rolls-Royce are therefore quietly confident that a supersonic vertical-short take-off fighter based on technology in the Harrier, on which they are working jointly, is on the correct track. Rolls-Royce has sections of a supersonic engine for a VTOL fighter running on test.

The supersonic Harrier would be able to take off and land from the deck of a ship or clear in a wood. The British aerospace industry is certain that, given foresight by the Ministry of Defence, the RAF and the Royal Navy, an aircraft of that type could be the star of the show, and the envy of the Americans, at the Farnborough of 1990.

Farnborough special report, pages 7 to 12

signed by Westland will be rare at this year's show, which is mainly concerned with talks behind the scenes on future projects among aircraft, engine and equipment manufacturers from all over the world.

Interest yesterday centred on the Airbus Industrie, a consortium formed by French, West German, British, Dutch and Belgian interests, is to build as its next civil project, A1, in which Britain has a 20 per cent partnership, has logged 421 orders from 36 airlines for its wide-bodied A300 and A310 air buses with between 200 and 300 seats.

The consortium has the choice of developing another big Airbus to fly on long-range routes, or a 130-seat aircraft with a narrow body. Mr Bernard Lathiere, director general of A1, said yesterday: "A decision will be made in the middle of next year."

But behind the scenes at Farnborough there is a growing unease among industry leaders that those expensive military

signed by Westland will be rare at this year's show, which is mainly concerned with talks behind the scenes on future projects among aircraft, engine and equipment manufacturers from all over the world.

Interest yesterday centred on the Airbus Industrie, a consortium formed by French, West German, British, Dutch and Belgian interests, is to build as its next civil project, A1, in which Britain has a 20 per cent partnership, has logged 421 orders from 36 airlines for its wide-bodied A300 and A310 air buses with between 200 and 300 seats.

The consortium has the choice of developing another big Airbus to fly on long-range routes, or a 130-seat aircraft with a narrow body. Mr Bernard Lathiere, director general of A1, said yesterday: "A decision will be made in the middle of next year."

But behind the scenes at Farnborough there is a growing unease among industry leaders that those expensive military

signed by Westland will be rare at this year's show, which is mainly concerned with talks behind the scenes on future projects among aircraft, engine and equipment manufacturers from all over the world.

Interest yesterday centred on the Airbus Industrie, a consortium formed by French, West German, British, Dutch and Belgian interests, is to build as its next civil project, A1, in which Britain has a 20 per cent partnership, has logged 421 orders from 36 airlines for its wide-bodied A300 and A310 air buses with between 200 and 300 seats.

The consortium has the choice of developing another big Airbus to fly on long-range routes, or a 130-seat aircraft with a narrow body. Mr Bernard Lathiere, director general of A1, said yesterday: "A decision will be made in the middle of next year."

But behind the scenes at Farnborough there is a growing unease among industry leaders that those expensive military

signed by Westland will be rare at this year's show, which is mainly concerned with talks behind the scenes on future projects among aircraft, engine and equipment manufacturers from all over the world.

aircraft may be out of date already because they need long runways. In times of conflict runways would be prime early targets for destruction by an enemy.

British Aerospace and Rolls-Royce are therefore quietly confident that a supersonic vertical-short take-off fighter based on technology in the Harrier, on which they are working jointly, is on the correct track. Rolls-Royce has sections of a supersonic engine for a VTOL fighter running on test.

The supersonic Harrier would be able to take off and land from the deck of a ship or clear in a wood. The British aerospace industry is certain that, given foresight by the Ministry of Defence, the RAF and the Royal Navy, an aircraft of that type could be the star of the show, and the envy of the Americans, at the Farnborough of 1990.

Farnborough special report, pages 7 to 12

signed by Westland will be rare at this year's show, which is mainly concerned with talks behind the scenes on future projects among aircraft, engine and equipment manufacturers from all over the world.

Interest yesterday centred on the Airbus Industrie, a consortium formed by French, West German, British, Dutch and Belgian interests, is to build as its next civil project, A1, in which Britain has a 20 per cent partnership, has logged 421 orders from 36 airlines for its wide-bodied A300 and A310 air buses with between 200 and 300 seats.

The consortium has the choice of developing another big Airbus to fly on long-range routes, or a 130-seat aircraft with a narrow body. Mr Bernard Lathiere, director general of A1, said yesterday: "A decision will be made in the middle of next year."

But behind the scenes at Farnborough there is a growing unease among industry leaders that those expensive military

signed by Westland will be rare at this year's show, which is mainly concerned with talks behind the scenes on future projects among aircraft, engine and equipment manufacturers from all over the world.

Interest yesterday centred on the Airbus Industrie, a consortium formed by French, West German, British, Dutch and Belgian interests, is to build as its next civil project, A1, in which Britain has a 20 per cent partnership, has logged 421 orders from 36 airlines for its wide-bodied A300 and A310 air buses with between 200 and 300 seats.

The consortium has the choice of developing another big Airbus to fly on long-range routes, or a 130-seat aircraft with a narrow body. Mr Bernard Lathiere, director general of A1, said yesterday: "A decision will be made in the middle of next year."

But behind the scenes at Farnborough there is a growing unease among industry leaders that those expensive military

signed by Westland will be rare at this year's show, which is mainly concerned with talks behind the scenes on future projects among aircraft, engine and equipment manufacturers from all over the world.

Interest yesterday centred on the Airbus Industrie, a consortium formed by French, West German, British, Dutch and Belgian interests, is to build as its next civil project, A1, in which Britain has a 20 per cent partnership, has logged 421 orders from 36 airlines for its wide-bodied A300 and A310 air buses with between 200 and 300 seats.

The consortium has the choice of developing another big Airbus to fly on long-range routes, or a 130-seat aircraft with a narrow body. Mr Bernard Lathiere, director general of A1, said yesterday: "A decision will be made in the middle of next year."

But behind the scenes at Farnborough there is a growing unease among industry leaders that those expensive military

signed by Westland will be rare at this year's show, which is mainly concerned with talks behind the scenes on future projects among aircraft, engine and equipment manufacturers from all over the world.

Chani

Six Servicemen today when they English Channel by Four soldiers and Marines left their 25,000ft above Dover 20 am and within 22 landed near Calais.

The French were not a by the crossing, made to money for spins blida rescue.

The team dropped into the arms of the French and were rounded up, hoisted off to the local prison. They were held for hour before the British consul in Calais was called in his bed to bail them out trouble.

The team was led Sergeant-Major Edward Leventon's Red Devil's free team. It included two members of the Parachute Regiment, Staff Sergeant R. Walters and Corporal J. Sheridan, and Staff Sergeant Geoffrey Ellis, from the F Regiment of Wales, Sergeant Derek White, of the Marines and Marine R. Scoular.

Sergeant-Major Leventon said: "The jump went in dream, and it was a fantastic experience. We took off about 4.30 and climbed to 25,000ft, jumped over the Kent coast and dropped about a thousand feet before opening our parachutes."

"The wind was really strong at about 50 knots. It was strong that we were all quite a high altitude over Kent coast and dropped about 5,000 to 8,000 feet could easily have gone on another nine miles."

Staff Sergeant Walters said: "It was a great flight over a thousand feet before opening our parachutes."

The women are camped for a curfew on men, street lighting, and the city carry weapons for self-defence.

Women unite in combat Ripper

More than eighty women had their own weapons against Attack, and held a test march on Saturday the Manchester, Bradford, the Yorkshire Ripper has a number of women and hooded men have committed.

The women are camped for a curfew on men, street lighting, and the city carry weapons for self-defence.

The "fit for work" paign, introduced last year, had its budget cut to £491,214 last year to £1 in 1980-81. The alliance between the Government and the scheme on top of curricular promotional campaign mean that the Government giving up any serious attempt to tackle unemployment.

The "fit for work" paign, introduced last year, had its budget cut to £491,214 last year to £1 in 1980-81. The alliance between the Government and the scheme on top of curricular promotional campaign mean that the Government giving up any serious attempt to tackle unemployment.

The "fit for work" paign, introduced last year, had its budget cut to £491,214 last year to £1 in 1980-81. The alliance between the Government and the scheme on top of curricular promotional campaign mean that the Government giving up any serious attempt to tackle unemployment.

The "fit for work" paign, introduced last year, had its budget cut to £491,214 last year to £1 in 1980-81. The alliance between the Government and the scheme on top of curricular promotional campaign mean that the Government giving up any serious attempt to tackle unemployment.

The "fit for work" paign, introduced last year, had its budget cut to £491,214 last year to £1 in 1980-81. The alliance between the Government and the scheme on top of curricular promotional campaign mean that the Government giving up any serious attempt to tackle unemployment.

The "fit for work" paign, introduced last year, had its budget cut to £491,214 last year to £1 in 1980-81. The alliance between the Government and the scheme on top of curricular promotional campaign mean that the Government giving up any serious attempt to tackle unemployment.

The "fit for work" paign, introduced last year, had its budget cut to £491,214 last year to £1 in 1980-81. The alliance between the Government and the scheme on top of curricular promotional campaign mean that the Government giving up any serious attempt to tackle unemployment.

The "fit for work" paign, introduced last year, had its budget cut to £491,214 last year to £1 in 1980-81. The alliance between the Government and the scheme on top of curricular promotional campaign mean that the Government giving up any serious attempt to tackle unemployment.

The "fit for work" paign, introduced last year, had its budget cut to £491,214 last year to £1 in 1980-81. The alliance between the Government and the scheme on top of curricular promotional campaign mean that the Government giving up any serious attempt to tackle unemployment.

The "fit for work" paign, introduced last year, had its budget cut to £491,214 last year to £1 in 1980-81. The alliance between the Government and the scheme on top of curricular promotional campaign mean that the Government giving up any serious attempt to tackle unemployment.

Rival party factions open campaigns for TUC support

By Our Political Correspondent

Stepping up their campaign to win support for their efforts to end the left wing's domination of the Labour Party national executive, the three former ministers, Dr David Owen, Mr William Rodgers and Mr Shirley Williams, will address a triune meeting at the TUC congress in Brighton today.

In another hotel, a short distance away, Mr Wedgwood Benn, backed by the Rank and File Mobilizing Committee for Labour Democracy, will defend the record of the NEC and ask for maximum trade union support for resolutions to come before the party conference in Blackpool at the end of the month designed to increase democratic control in the party.

The meeting of the three former ministers is sponsored by the Campaign for Labour Victory, with Mr Denis Howell, MP for Birmingham, Small Heath, another former minister, in the chair.

In a special edition of its journal, Labour Victory, for distribution in all TUC delegations, the CLV pleads for union votes to be cast for moderate candidates for the national executive.

The women's section is elected jointly by constituency delegates and trade unions. The CLV states that the moderates' line hopes rest with Mrs Barbara Boothroyd, MP for Bromwich, West, Dr Shirley Summerskill, MP for Halifax and a former Home Office minister, Dianne Hayter, general secretary of the Fabian Society, and the re-election of Mr Shirley Williams, a long-standing member of the NEC.

With the retirement of Lady Jeger, present chairman of the party, there is a chance for one of those challengers at least. In the constituency section Dr Owen and Mr Roy Hattersley, another former minister, are among six candidates recommended for union backing.

In the contest for the treasurer's post, now held by Mr Norman Atkinson, a left-winger, the contest is again between Mr Eric Varley, MP for Chesterfield, who is supported by the National Union of Mineworkers.

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Scargill set for council seat

From Our Labour Staff

Brighton. Mr Arthur Scargill, the left-wing Yorkshire area president of the National Union of Mineworkers, looked set last night to secure a place on the TUC General Council after engineering union delegates voted narrowly to back in favour of million block votes at their congress.

The Amalgamated Union of Engineering Workers' delegation, finely balanced between left and right, decided by 18 to 17 to support Mr Scargill, moderate executives advice, which was not to support Mr Scargill.

With the Transport and General Workers' Union and a number of other key ones, probably including the General and Municipal Workers' ready to support him Mr Scargill now seems assured of winning a place on the council, possibly with a handsome majority.

The opening for Mr Scargill's ascendancy to the general council was created when Mr Joseph Gormley decided not to become a candidate at the time when he was considering retirement from the presidency of the NUM.

The AUEW delegates' decision, however, was counter-balanced last night by another, by a majority of three votes, to accept the executive's advice that they should support for the general council Mr Roy Grantham, a left-winger, secretary of the Association of Professional, Executive, Clerical and Computer Staff.

The move increases Mr Grantham's hopes of regaining the seat he lost five years ago, largely because of his stance in the British Association for the Advancement of Science, the AUEW support may not be enough on its own, however, to restore Mr Grantham.

Meanwhile the AUEW delegation delayed a decision on attempts to form a committee on nuclear disarmament, an issue that has threatened to expose a serious division between unions within the TUC.

The engineering union leadership, which is against unilateral disarmament, is seeking a commitment to "multilateral disarmament both in the nuclear and conventional fields".

That wording is contained in an amendment to a TGWU resolution which proposes "firm opposition to any defence policy which is based upon the use, or threatened use, of nuclear weapons either by this country or its allies".

After private talks aimed at securing a formula to reconcile the two positions, AUEW leaders are thought to be ready to accept the wording of a draft composite motion, provided they can secure assurances from the TGWU on its presentation.

heavily on the events of the past 20 years.

The study was prepared to coincide with the opening today of the annual meeting of the British Association for the Advancement of Science, at Salford University; it is 20 years since the association met at Manchester University.

In the meantime there have been changes in the two main bodies of the association, described as more radical than at any time since the first explosive surge of urban growth early in the nineteenth century.

Many changes have come about by the application of scientific knowledge. The catalogue of those events provides a unique reference to a contemporary history of technology. It also marks one of the most forceful efforts in the 149 years of the association to encourage interest in the industrial application of science and technology.

Although the latest advances in astronomy, biology, chemistry, mathematics and physics will attract attention at the meeting, the role of the science

Workers '£10 worse off'

From David Felton
Labour Staff

Brighton. Government policies have made every working adult in the country £10 worse off, a Civil Service union claimed yesterday.

The 105,000-strong Society of Civil and Public Servants, in a booklet published on the eve of the TUC conference in Brighton, estimates that since the Government was elected higher prices and cuts in benefits and services have reduced living standards by more than £15,000.

Mr Gerry Gillman, the union's general secretary, called on the trade union movement to resist the Government's commitment to the market economy through publicity campaigns, demonstrations and "where necessary, direct action".

The 50-page booklet, entitled *The Advance of Decline*, is being distributed to MPs, TUC delegates, and SCPS members.

In a letter to MPs the union says: "The most appalling consequence of current policy is the level of unemployment. The Government tries to put across the view that unemployment is caused by pay rises, and that the solution lies in cutting workers' pay. This is a systematic lie."

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Mr Gillman said it was "quite horrendous to see what this Government has achieved in the last 16 months".

Unemployment may deplete ranks of the TUC

By Donald Macintyre
Labour Staff

Mounting unemployment may this year result in a rare fall in the membership figures for TUC-affiliated unions, despite a further record total of 12,172,508 members at the end of 1979.

That figure, released yesterday, shows that during last year the number of TUC-affiliated unions increased by 44,430 over the 1978 figure.

With congress due today to consider ways of better representing the jobless, the TUC is acknowledging the above unemployment figure as a two million the upward trend in union membership may this

year be at least temporarily reversed.

Mr Len Murray, TUC general secretary, said yesterday that the figures for what is now a total of 109 affiliated unions showed that there had been a continued rise in membership, coupled with a slow reduction in the number of unions.

He added, however: "I think it is very possible that this year we will see a reduction in the level."

motion before congress from the Association of Scientific, Technical and Managerial Staffs expresses concern that the rise in jobless "will produce large numbers of non-employed people who will lack any form of effective representation".

A paradox confused the picture of change that had come to the urban complex of south-east Lancashire, since 1960. The economy had never been weaker, particularly when, late in the 1960s, service industry followed manufacturing into decline. Yet investment had never been stronger.

The investment surge of 1960 to 1980 had been directed not to much towards reconstruction of the economic base—much less so than on Merseyside—as towards rebuilding the urban fabric and remodelling its transport flows. It had, therefore, not been job-creating investment, except ephemeral.

Indeed, in part its effect had been to reduce and disperse employment.

In the 20 years under review at least half of industrial employment in the inner cities had been lost.

The Continuing Campaign, Change and Development in Greater Manchester (Gower Publishing Company).

Hopes rise of a London Getty museum

By Our Arts Reporter

Talks between Mr Norman St John-Stevens, Minister for the Arts, and the trustees of the Paul Getty Museum in Malibu, California, have awakened hopes that a Getty museum may be opened in London.

It was confirmed yesterday that the minister visited California early last month and saw Mr. Stephen Garrett, the museum's director.

مكتبة جامعة القاهرة

THE UNIVERSITY OF CAIRO
LIBRARY
ACC. NO. 27065
CLASS NO. —
DATE 9 NOV 1980

ITALIANS ARE TEMPERAMENTAL. SAYS WHO?

| Model | Breakdowns per 1000 cars averaged over 1978/79. |
|--------------|---|
| Fiat 132 | 12.5 |
| Opel Rekord | 14.4 |
| Audi 100 | 14.7 |
| Ford Granada | 15.7 |
| BMW 3 Series | 20.2 |
| Renault 20 | 21.8 |
| Porsche 924 | 28.1 |

Certainly not the Germans.

ADAC Strassenwacht, the German equivalent of our own AA or RAC, recently published a report on the reliability of cars up to two years old.

Top of the table for cars averaging 12,000 miles a year was none other than an Italian.

The Fiat 132.

Streets ahead of not only the Ford Granada and Renault 20, but also the Audi 100, Opel Rekord and BMW 3 Series.

How have we achieved this reliability, greater even than the Germans themselves?

At the expense of our hot-blooded character, perhaps?

Not a bit of it.

Beneath the bonnet of the 132 you'll find a two litre twin cam engine, producing 112 bhp. Taking you from 0-60 in 11.0 seconds and, through its five speed gearbox, to a top speed of 106 mph.*

Nor has our efficiency meant austerity.

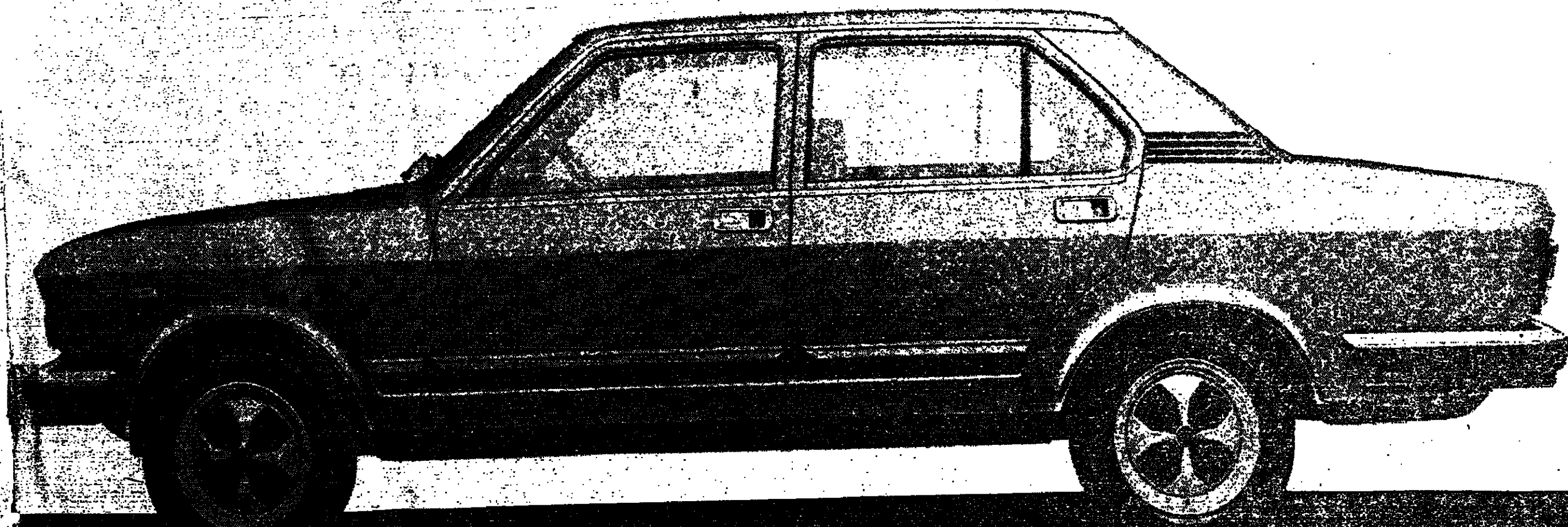
Standard fittings on the 132 include electric front windows, sports wheels, stereo radio, velour upholstery, metallic paint and tinted glass.

One other feature is standard, too.

Every new Fiat 132 comes with free associate membership of the RAC. Just in case you lose your keys.

For more details about the reliable Fiat 132, write to the address below.

FIAT



The Fiat 132.

WEST EUROPE

Greek government seeks power to combat press monopolies by fixing minimum price for papers

From Mario Modiano

Athens, Aug 31

A Bill empowering the Greek Government to fix a minimum floor price for Athens daily newspapers is being pushed through the summer sitting of Parliament this week, on the ground that it will protect the freedom of the press from unfair competition.

Of the 13 Athens daily newspapers, all but two sell at 15 drachmas (15p) a copy. The exceptions are *Kathimerini*, the official organ of the Greek Communist Party, which costs 10 drachmas, and *Avriani*, a neo-rightist afternoon newspaper, which by selling at 5 drachmas has reached a circulation of 65,000, the second largest in the country.

These two newspapers cut their prices after the Council of State, the supreme administrative court, ordered the government to increase the obligatory minimum sale price from 10 to 15 drachmas.

The public's reaction to the 50 per cent increase, as well as the side-effects of a four-week closure of newspapers because of a printing dispute, caused a severe slump in newspaper circulation. The lowest readership rate in Europe. Some news-

papers lost up to one-half of their circulation.

The Government granted newspaper publishers a special concession of easy terms to help them to overcome the crisis. They have obtained their newspapers free.

The Bill, in its draft form, states that powerful press monopolies must be eliminated by fixing a minimum price for newspapers.

To stop these practices, the law will make it difficult for Athens publishers to sell newspapers below a specified floor price. If they do, they will be liable to a fine of up to 100 million drachmas and a suspension of 65,000, the second largest in the country.

Mr. George Papanicolaou, who publishes *Avriani*, has threatened to sue the Government for ordering the increase in the price of his paper and this is a blow to the freedom of the press.

He points out that under the constitution all Greeks are free to express their thoughts through the press. He maintains that *Avriani* has a right to have a capital of at least 50 million drachmas, then not all the Greeks are free to express their thoughts through the press, he says.

Avriani, he maintains, should be made profitable even if it means printing on eight pages, on fast rotary

presses with computerized typesetting, and uses non-union journalists and printers.

He is also accused by the other newspapers as well as by the Union of Journalists of hurling abuse against professional journalists and of instigating the rest of the press to corruption.

Some newspapers have linked *Avriani* with supporters of the ousted military junta which ruled Greece between 1967 and 1974, and accused it of trying to undermine democratic institutions by alleging corruption and not in every aspect of Greek life.

No evidence of such a link, however, has been produced. *Avriani* has appealed to its readers to react against the Government's move to protect the press.

The publisher of *Avriani* has asked his readers for advice on how to react to the price-fixing, proposing three alternatives: that the readers themselves should sell the newspaper from their shops; that it should sell at 15 drachmas but the extra money should be either returned to the readers every month or donated to hospitals; or that the newspaper should close down until the law is declared unconstitutional by the Council of State.

OVERSEAS

Mr Chapple proposes rival visit to Poland

From David Felton

Brighton

Attempts by the TUC leadership to diffuse the dispute over the planned visit by a high-level union delegation to Poland next week appeared to have failed last night when a moderate union leader announced that he was trying to organize a rival visit.

The argument erupted again at an evening meeting of the Trades Union Congress here when Mr Frank Chapple, general secretary of the Electrical, Electronic, Telecommunications and Plumbing Union, accused union leaders of accepting an invitation to visit "a communist dictatorship at the behest of a communist government."

His union executive has decided to oppose the TUC General Council's compromise emergency motion to be discussed on Wednesday which asks congress to support the visit.

The delegation, headed by Mr David Barnett, general secretary of the General and Municipal Workers' Union, hopes to meet strike leaders in Poland. Mr Chapple was scornful of the delegation's ability to have open discussions with the strikers.

He said they would be escorted around the country by police and would not have their own interpreter. The rival delegation, for which he will be trying to win support from other union leaders this week, would visit the strikers.

Mr Chapple said the TUC delegation was going to Poland at the invitation of the "strikers' oppressors"—the Central Council of Polish Trade Unions. Their body is the official organization which the strikers believe does not represent them.

The TUC General Council had asked unions which drafted emergency motions on Poland for the congress agenda to withdraw them. The EETPU refused and yesterday the Civil and Public Services Association's delegation also refused. Its motion calls on congress to order the visit to be cancelled.

Britain's largest union, the Transport and General Workers' Union, is supporting the visit, but the moderate-led Amalgamated Union of Engineering Workers, the second-largest, is to reconvene its delegation meeting to decide whether to take in Wednesday's vote.

Further opposition to the TUC came from Mr Vladimir Borisov, who was deported from the Soviet Union for trade union activities and who is in Britain on the invitation of Mr Chapple.

Mr Borisov said that the visit "would certainly be a smack in the face for the strikers." It would be just a demonstration of unity with the strikers.

Mr Borisov, aged 37, a leader of Smot, the illegal Soviet Free Trade Union organization, said the unrest in Poland meant that the strike leaders would have to face some form of unpleasantness in the future.

Accord with Government concedes workers' main demands

Strikers win the right to free trade unions

Gdansk, Aug 31

The final agreement signed in Gdansk today by striking workers and a government commission ending the strike there includes the following points:

1. The activities of the trade unions in Poland have not fulfilled the hopes and expectations of the workers.

It has been found necessary to call up new, self-governing trade unions which would be authentic representatives of the worker class. No one's right to remain in the present union will be questioned, and in the future we see a possibility of entering into cooperation between the two unions.

By creating new, independent, self-governing trade unions, the joint strike committee declares it shall observe the principles of the constitution of Poland. New trade unions shall defend the social and material rights of the workers, and they do not intend to become a political party. They stand on the principle of the social ownership of the means of production which is the basis for the socialist system existing in Poland.

They recognize that the Communist Party is the leading force in Poland and do not question the existing system of international alliances. They shall strive to assure working people the proper means of control to express opinion and to defend their interests.

The government commission declares the Government shall guarantee and assure full respect for the independence and self-government of the new trade unions as concerns their organizational structure as well as functioning at all levels.

The Government shall assure the new trade unions the full possibility of fulfilling their basic function in the field of defending workers' interests to meet their material, social and cultural needs. At the same time the Government guarantees that new trade unions will not be subject to any discrimination.

3. The creation and activities of the independent self-governing trade union corresponds to the International Labour Organization (ILO) Convention Nos 87 and 98, already ratified by Poland. The activity of more than one union will require proper law. Therefore, the Government undertakes legal initiatives, particularly a law on trade unions, on workers' self-government and a labour code.

4. The existing strike committees can be transformed into enterprises under worker representation such as workers' committees or councils or as founding committees for the new trade unions.

The joint strike committee, as the founding committee, has the freedom to pick either the form of one union or to become an association in the Baltic area. The Government undertakes to create conditions to register new trade unions outside the register of the existing council of trade unions.

5. New trade unions should have the real possibility to criticize publicly decisions which determine the living conditions of workers such as health, education and culture, for the basic principles of salaries and wage policy, and in particular of the automatic wage rise as a condition of inflation for long-term economic planning.

12. Construction of a marble plaque to commemorate workers killed in the 1970 rioting at the Szczecin shipyard.

13. Health service in Poland to be improved and better supplies of medicines guaranteed.

14. An end to "silent" price rises for basic goods.

15. Distribution of foodstuffs equally in all stores without favouritism.

16. An increase in meat supplies.

17. No Polish goods to be sold in hard currency shops unless supplies are adequate in shops for the Polish public (especially ham, which is often sold only in hard currency stores).

18. The strike situation to be explained to the Polish people.

19. More raw materials for enterprises.

20. Those who lost jobs because of strike activity between 1970 and 1980 to be reemployed after case-by-case study.

21. A special study of censorship to be completed by November 30.

22. The issue of making Saturday, normally a working day, an extra day off to be settled by December 31.

23. Reduction in the maximum waiting time for housing from the present 12 years to five years.

24. Holiday allowance to be increased by the end of the year.

25. Trade unions to be given the right to delegate workers to special educational programmes involving advanced studies.

26. Workers to get 40 per cent of their wages while on strike.

27. Shipyard workers' charter to be modified by the end of the year.

28. The agreement to be published by the local media and the national press agency.—AP

29. The agreement to be published by the local media and the national press agency.—AP

30. The agreement to be published by the local media and the national press agency.—AP

31. The agreement to be published by the local media and the national press agency.—AP

32. The agreement to be published by the local media and the national press agency.—AP

33. The agreement to be published by the local media and the national press agency.—AP

34. The agreement to be published by the local media and the national press agency.—AP

35. The agreement to be published by the local media and the national press agency.—AP

36. The agreement to be published by the local media and the national press agency.—AP

37. The agreement to be published by the local media and the national press agency.—AP

38. The agreement to be published by the local media and the national press agency.—AP

39. The agreement to be published by the local media and the national press agency.—AP

40. The agreement to be published by the local media and the national press agency.—AP

41. The agreement to be published by the local media and the national press agency.—AP

42. The agreement to be published by the local media and the national press agency.—AP

43. The agreement to be published by the local media and the national press agency.—AP

44. The agreement to be published by the local media and the national press agency.—AP

45. The agreement to be published by the local media and the national press agency.—AP

46. The agreement to be published by the local media and the national press agency.—AP

47. The agreement to be published by the local media and the national press agency.—AP

48. The agreement to be published by the local media and the national press agency.—AP

49. The agreement to be published by the local media and the national press agency.—AP

50. The agreement to be published by the local media and the national press agency.—AP

51. The agreement to be published by the local media and the national press agency.—AP

52. The agreement to be published by the local media and the national press agency.—AP

53. The agreement to be published by the local media and the national press agency.—AP

54. The agreement to be published by the local media and the national press agency.—AP

55. The agreement to be published by the local media and the national press agency.—AP

56. The agreement to be published by the local media and the national press agency.—AP

57. The agreement to be published by the local media and the national press agency.—AP

58. The agreement to be published by the local media and the national press agency.—AP

59. The agreement to be published by the local media and the national press agency.—AP

60. The agreement to be published by the local media and the national press agency.—AP

61. The agreement to be published by the local media and the national press agency.—AP

62. The agreement to be published by the local media and the national press agency.—AP

63. The agreement to be published by the local media and the national press agency.—AP

64. The agreement to be published by the local media and the national press agency.—AP

65. The agreement to be published by the local media and the national press agency.—AP

66. The agreement to be published by the local media and the national press agency.—AP

67. The agreement to be published by the local media and the national press agency.—AP

68. The agreement to be published by the local media and the national press agency.—AP

69. The agreement to be published by the local media and the national press agency.—AP

70. The agreement to be published by the local media and the national press agency.—AP

71. The agreement to be published by the local media and the national press agency.—AP

72. The agreement to be published by the local media and the national press agency.—AP

73. The agreement to be published by the local media and the national press agency.—AP

74. The agreement to be published by the local media and the national press agency.—AP

75. The agreement to be published by the local media and the national press agency.—AP

76. The agreement to be published by the local media and the national press agency.—AP

77. The agreement to be published by the local media and the national press agency.—AP

78. The agreement to be published by the local media and the national press agency.—AP

79. The agreement to be published by the local media and the national press agency.—AP

80. The agreement to be published by the local media and the national press agency.—AP

81. The agreement to be published by the local media and the national press agency.—AP

82. The agreement to be published by the local media and the national press agency.—AP

83. The agreement to be published by the local media and the national press agency.—AP

84. The agreement to be published by the local media and the national press agency.—AP

85. The agreement to be published by the local media and the national press agency.—AP

86. The agreement to be published by the local media and the national press agency.—AP

87. The agreement to be published by the local media and the national press agency.—AP

88. The agreement to be published by the local media and the national press agency.—AP

89. The agreement to be published by the local media and the national press agency.—AP

90. The agreement to be published by the local media and the national press agency.—AP

91. The agreement to be published by the local media and the national press agency.—AP

92. The agreement to be published by the local media and the national press agency.—AP

93. The agreement to be published by the local media and the national press agency.—AP

94. The agreement to be published by the local media and the national press agency.—AP

95. The agreement to be published by the local media and the national press agency.—AP

96. The agreement to be published by the local media and the national press agency.—AP

97. The agreement to be published by the local media and the national press agency.—AP

98. The agreement to be published by the local media and the national press agency.—AP

99. The agreement to be published by the local media and the national press agency.—AP

100. The agreement to be published by the local media and the national press agency.—AP

101. The agreement to be published by the local media and the national press agency.—AP

102. The agreement to be published by the local media and the national press agency.—AP

103. The agreement to be published by the local media and the national press agency.—AP

104. The agreement to be published by the local media and the national press agency.—AP

105. The agreement to be published by the local media and the national press agency.—AP

106. The agreement to be published by the local media and the national press agency.—AP

107. The agreement to be published by the local media and the national press agency.—AP

108. The agreement to be published by the local media and the national press agency.—AP

109. The agreement to be published by the local media and the national press agency.—AP

110. The agreement to be published by the local media and the national press agency.—AP

111. The agreement to be published by the local media and the national press agency.—AP

112. The agreement to be published by the local media and the national press agency.—AP

113. The agreement to be published by the local media and the national press agency.—AP

114. The agreement to be published by the local media and the national press agency.—AP

115. The agreement to be published by the local media and the national press agency.—AP

116. The agreement to be published by the local media and the national press agency.—AP

117. The agreement to be published by the local media and the national press agency.—AP

118. The agreement to be published by the local media and the national press agency.—AP

119. The agreement to be published by the local media and the national press agency.—AP

120. The agreement to be published by the local media and the national press agency.—AP

121. The agreement to be published by the local media and the national press agency.—AP

122. The agreement to be published by the local media and the national press agency.—AP

123. The agreement to be published by the local media and the national press agency.—AP

124. The agreement to be published by the local media and the national press agency.—AP

125. The agreement to be published by the local media and the national press agency.—AP

126. The agreement to be published by the local media and the national press agency.—AP

127. The agreement to be published by the local media and the national press agency.—AP

128. The agreement to be published by the local media and the national press agency.—AP

129. The agreement to be published by the local media and the national press agency.—AP

130. The agreement to be published by the local media and the national press agency.—AP

131. The agreement to be published by the local media and the national press agency.—AP

132. The agreement to be published by the local media and the national press agency.—AP

133. The agreement to be published by the local media and the national press agency.—AP

134. The agreement to be published by the local media and the national press agency.—AP

135. The agreement to be published by the local media and the national press agency.—AP

136. The agreement to be published by the local media and the national press agency.—AP

137. The agreement to be published by the local media and the national press agency.—AP

138. The agreement to be published by the local media and the national press agency.—AP

139. The agreement to be published by the local media and the national press agency.—AP

140. The agreement to be published by the local media and the national press agency.—AP

141. The agreement to be published by the local media and the national press agency.—AP

142. The agreement to be published by the local media and the national press agency.—AP

143. The agreement to be published by the local media and the national press agency.—AP

144. The agreement to be published by the local media and the national press agency.—AP

145. The agreement to be published by the local media and the national press agency.—AP

146. The agreement to be published by the local media and the national press agency.—AP

147. The agreement to be published by the local media and the national press agency.—AP

148. The agreement to be published by the local media and the national press agency.—AP

149. The agreement to be published by the local media and the national press agency.—AP

150. The agreement to be published by the local media and the national press agency.—AP

151. The agreement to be published by the local media and the national press agency.—AP

152. The agreement to be published by the local media and the national press agency.—AP

153. The agreement to be published by the local media and the national press agency.—AP

154. The agreement to be published by the local media and the national press agency.—AP

155. The agreement to be published by the local media and the national press agency.—AP

156. The agreement to be published by the local media and the national press agency.—AP

157. The agreement to be published by the local media and the national press agency.—AP

158. The agreement to be published by the local media and the national press agency.—AP

159. The agreement to be published by the local media and the national press agency.—AP

160. The agreement to be published by the local media and the national press agency.—AP

161. The agreement to be published by the local media and the national press agency.—AP

162. The agreement to be published by the local media and the national press agency.—AP

163. The agreement to be published by the local media and the national press agency.—AP

164. The agreement to be published by the local media and the national press agency.—AP

165. The agreement to be published by the local media and the national press agency.—AP

166. The agreement to be published by the local media and the national press agency.—AP

167. The agreement to be published by the local media and the national press agency.—AP

168. The agreement to be published by the local media and the national press agency.—AP

169. The agreement to be published by the local media and the national press agency.—AP

170. The agreement to be published by the local media and the

OVERSEAS

Mr Ian Smith calls on whites to give Mugabe regime a chance instead of emigrating

From Frederick Cleary Salisbury, Aug 31

Mr Ian Smith, the former Rhodesian Prime Minister, is urging whites to give Zimbabwe a chance and not to leave the country at this stage. About 1,000 are leaving every month, mostly for South Africa.

Mr Smith's message to farmers and townspeople in meetings he has held in more than half the country was that they were living through torrid times and there were no easy answers. In the coming months, the direction of Zimbabwe, and the whites' place in it, would probably emerge.

"My conviction is that Zimbabwe will succeed in the future in proportion to the white content of the population and the people who stay on and are committed. I say this as a pragmatist, not a racist, because the whites have the special qualifications, professional, experience and know-how."

Mr Smith said he had been pleasantly surprised by the reaction of whites to whom he had spoken. While they were extremely worried, they had been susceptible to the logic and reason of what he had said. In Mr Smith's view, whites would have a better idea in the next few months as to what the hopes would be

for the country and where the controlling influence would lie.

Mr Smith himself has no plans to leave Zimbabwe. Apart from leading the 20-man Rhodesian Front party in Parliament he is busy running his two cattle ranches.

The Rhodesian Front holds its annual congress in Salisbury next month, and one of Mr Smith's tasks will be to revitalize a party which held almost unfettered political power in Rhodesia for 15 years, but whose image is now that of an ineffectual and dispirited group with little or no influence on the national political scene. The party is likely to change its name to the Zimbabwe Front.

But despite all Mr Smith's efforts to instil confidence in whites, farmers in one area of the country are likely to leave unless the internal security situation improves drastically soon.

Two policemen, one black and one white, were killed last weekend by former guerrillas based at an assembly camp at Mtoko in the north-east.

The deaths of the policemen follow a number of ugly incidents in the area and the white farmer already suffering from the drought and faced with vastly increased wage bills as a result of new government legislation on pay,

are leaving or threatening to leave the land.

Mtoko, a sprawling fertile area stretching to the Mozambique border, used to have nearly 100 thriving white-owned farms on which all manner of crops and cattle were raised. But the area suffered badly in the war and continuous trouble caused by about 1,000 guerrillas based at the camp since the beginning of the year with nothing to do has proved too much for many farmers.

Only 31 now remain. They are being asked by their local farmers' association if they would like the Government to buy them out and place refugees there under the Government's resettlement programme.

The local guerrilla commander has pleaded with the white farmers to stay, saying the incidents leading to the death of the policemen were isolated.

Meanwhile, in Salisbury an international conference opens tomorrow to look into Zimbabwe's economic future. Organized by the Zimbabwe Promotion Council, the conference has attracted nearly 700 local and international businessmen, economic experts and potential investors to examine closely the economy after 15 years of sanctions.

Helping Zimbabwe people to feed themselves after ravages of war

From Our Correspondent Salisbury, Aug. 31

Getting this peasant population to produce enough food for themselves has become a priority in Zimbabwe. Generous financial help from abroad and local technical and planning expertise has led to various schemes being devised to alleviate the present food shortage and to ensure that in the long-term people do not go hungry again.

There was a time when hunger was virtually unknown here, but the severe winter, two seasons of drought, and the sudden return to the country of thousands of refugees in the past six months, has placed a considerable strain on Zimbabwe agriculture.

For once the agricultural industry has been unable to feed the nation properly. Long considered one of the most efficient farming countries in Africa, Zimbabwe found itself in a humiliating position of having to import food, particularly maize.

The food shortage was one of the main tasks facing Mr Robert Mugabe's incoming Government. It was tackled immediately with the private sector giving a willing and helping hand.

An immediate concern is to get enough seed grain into the ground before the first summer rains arrive. Thanks to a \$10m (£4m) grant from the United

Nations High Commissioner, the Zimbabwe Department of Agriculture is now in the process of distributing 55,000 tonnes of seed and simple implements.

The idea is for peasants, particularly former guerrillas, to be given land and planting crops by November. If successful they should have enough basic food crops growing by the end of the year.

This operation has involved much planning with 1,500 railway wagons and a road transport fleet delivering the grain to more than 1,000 rural centres. One official said it involved an area larger operation than running the last general election.

Under the United Nations plan, each person gets a packet of seed and a digging implement. If everyone utilizes the seed, it is estimated that 230,000 people will be able to feed themselves for a year from next March. Most of the displaced people need help in the Mashonaland and in the Bulawayo provinces, but a total of 75,000 packets of seed are being distributed round the country.

The Whitson Foundation, a local non-profit organization, especially set up to promote rural development, has drawn up a five-year scheme in which more than 70,000 peasant farmers will receive credit to enable them to develop their

land. Experts will help them in all aspects of basic farming.

Dr Langford Chisike, a spokesman for the Whitson Foundation, said that the basic cause of poverty in Zimbabwe's rural areas was low productivity and not population pressure.

"Our rural areas have both labour and land. If this labour and land can be utilized properly, there could be a drastic reduction in poverty."

The Whitson Foundation also has a backup scheme which will provide workshops, stores and social facilities.

While the Government is keen on establishing farming co-operatives for blacks now moving on to new land, it has also pointed out here that Kenya has abandoned the idea of cooperative ownership as unworkable.

Peasant farmers in the Gutu area of Zimbabwe have already told the Government that they are not interested in farming co-operatives, preferring to work their own land in the traditional manner. The Government has said it would not force the cooperative scheme on them, but the scheme remains the Government's basic objective.

Despite possible differences of opinion over how peasant farming is to be conducted, a tremendous momentum has been created by the Government and the private sector to provide a better life for the black, rural community.

Ethiopia denies raid in Somalia

From Our Correspondent Nairobi, Aug 31

Ethiopian officials are maintaining their claim that there was no Ethiopian incursion into northern Somalia last week, despite the evidence of captured and destroyed armoured cars and military vehicles well inside Somalia and only about 50 miles from Hargeisa.

The Somali say about 1,500 troops with eight Soviet-made tanks and six armoured cars were involved in the raid, and that the Ethiopians withdrew a sharp engagement with Somali guerrillas.

The attack took place over a 30-mile front between Barama and Kalabayid, in a sparsely populated area. Its most probable aim was to deter the Somali authorities from providing further support for the Western Somali Liberation Front guerrillas who have been increasingly active in the Ogaden area of Ethiopia.

Only a few days earlier, the United States and Somalia had reached agreement to make the Soviet-built Berbera base available to American naval forces. In return, Somalia is to receive substantial aid.

Ethiopia is angry over this agreement, believing that it will encourage Somalia to increase its support for the Ogaden guerrillas.

The Nairobi Times, in a leading article today, says the United States is not openly aiding Mogadishu's efforts, but is giving Somalia the economic support needed for a war.

"Further hostilities in the Ogaden might lead to the Russians in Ethiopia against the Americans in Somalia," it adds.

The newspaper suggests that the American move will intensify the competition in the region who may find themselves on the receiving end of Somali aggression.

Kenya is taking steps to tighten security in the north-eastern province where attacks by Somali bandits have become increasingly frequent. One proposal is to establish guard villages, under military guard, to have the local people from attack and to ensure that the bandits do not receive supplies and shelter from the local Somali tribe.

Family life in a Vietnam commune

From Bernard Estrade Nhy Quang Commune Vietnam, Aug 31

Mr Truong Van Hai, aged 51, considers himself a happy man. He has a wife and eight children, and what must be described by Vietnamese standards as a comfortable life at the agricultural commune here in the province of Ho Chi Minh.

A "landless" peasant before the agrarian reforms of 1955-56, Mr Truong joined the commune in 1960 and has been a member of his commune since it was set up after the 1959 collectivization and 25 years of work he left him reasonably well off.

He lives in a four-room, U-shaped house which he built around a courtyard. A bird sings from its cage on the veranda and inside, a colour portrait of Ho Chi Minh occupies the place of honour in the main room. Beside it a pendulum clock chimes the hours.

Mr Truong works at one of the commune's brickyards while his wife, who is 40, works in the field. He would be paid according to a complex formula based on what both of them produce. Their children are also paid for such work as keeping ducks and part of the family salary is paid in rice.

But what enables Mr Truong to live better than many Vietnamese peasants is the private patch of cultivated land of about 150 square yards. Five per cent of arable land in all Vietnamese communes (more than 80 per cent of Vietnam's population is rural) is shared among resident families for their private use.

Mr Truong grows rice, potatoes and especially vegetables which he sells to other peasants in the region. Apart from helping to feed his family, the plot earns the family about £250 and last year, he made an extra £50 by selling pork raised on his own land.

The family eats three meals a day although Mr Truong cannot remember the last time he ate beef.

Yet, despite eating and living better than many Vietnamese peasants, Mr Truong does not consider himself more privileged than other commune members. His only "extras" have to do with his family — the average number of children for each family is three.

He and his wife have now decided, like the majority of commune members, to practise the family planning the Government advocates in the hope of limiting population growth. With fewer children, it would be better, he confided. —Agence France-Presse.

Thailand fears further incursions by Hanoi troops

From Neil Kelly Bangkok, Aug 31

The Thai Government will issue a White Paper tomorrow describing Vietnamese acts of aggression against Thailand and expressing fears that the danger of further incursions will continue while Vietnamese troops remain in Kampuchea.

The paper gives an account of Vietnam's incursion in June and describes it as a planned, premeditated and carefully thought-out attack by Vietnam, whose army occupies Kampuchea.

Regular forces of the People's Army of Vietnam, having already invaded Kampuchea, crossed a second international boundary to invade and occupy part of Thailand before being repulsed, the White Paper says.

"Devastating testimony of the planning and purpose of the incursion has been obtained from Vietnamese soldiers captured during the fighting."

The White Paper says that Vietnamese statements about the incursion have been "contradictory and confusing."

Denying at first that the attack had ever taken place, Vietnam later cited poor demarcation of the border and then accused Thailand of having violated Kampuchean territory first. Finally Vietnam virtually admitted the incursion

Bahrain fights oil slick 17 miles long

Manama, Bahrain, Aug 31

Nearly 600 men from Bahrain's security forces have been fighting for three days to contain a 17-mile-long oil slick that has reached the coast, it was reported today.

The crude oil escaped from the offshore Saudi Arabian well at Ras Tanura, about 23 miles away. Officials have given warnings against eating seafood from the affected area.

The security forces have used pumps to clear the beaches. —Agence France-Presse.



Starving Ugandan children with distended stomachs waiting for food at Kaabong, in Karamoja.

Ugandans give Dr Obote a warm reception

From Charles Harrison Nairobi, Aug 31

Dr Milton Obote, the former Ugandan President, received a spectacular welcome when he returned to Lira, the centre of his own tribal district in northern Uganda, over the weekend for the first time since being overthrown in the 1971 military coup.

Addressing a political rally yesterday for his Uganda People's Congress, after tribal singers and dancers had performed in his honour and local leaders had welcomed him

home, he predicted that the party would win the elections in Uganda later this year.

He emphasized that neither he nor his party wanted revenge. "We want reconciliation," he said.

In the Sesse Islands, on Lake Victoria, Mr Paul Semogerere, leader of the Democratic Party, the other main Ugandan party, said the country's existing constitution, which dates from 1967, when it was changed by Dr Obote when he was President, must be

amended to reflect the views of all Ugandans.

Violence and insecurity have increased sharply in Uganda recently and other political leaders are being taken to court by the Military Commission of allowing Dr Obote's party to terrorise and kill its opponents.

Mr Sam Teungwa, the Interior Minister, said this weekend that urgent measures are being taken to control a deteriorating security situation in Kampala.

President Moi of Kenya today expressed concern at the security situation in Uganda, and the apparent inability of the country's leaders to restore order. He was speaking at Nairobi, 400 miles from here, after being briefed by Kenyan officials on the situation on the Uganda border.

This weekend, a Ugandan district commissioner, his deputy and several officials of the Uganda People's Congress fled across the border into Kenya after being attacked by local vigilantes who had refused to be disarmed.

Delhi halts sale of British tanks

From Kuldip Nayar Delhi, Aug 31

The Indian Government has stopped the sale of British Centurion tanks after a disclosure that spare parts were sold in the first week of August to a Canadian firm for one-third of their book value.

The Government proposes to invite fresh tenders for the sale of the tanks. When India sold 90 Centurion tanks in 1978 they found their way to South Africa leading to widespread criticism.

India, which produces its own Vijayanta tanks and has purchased others from the Soviet Union, has declared the Centurions obsolete. It has been created by the Government but Delhi wants to ensure that none end up in South Africa or Israel.

Gloom over Palestine talks as US envoy arrives

From Mishé Brillant Tel Aviv, Aug 31

Prospects for reopening the Palestinian autonomy negotiations seemed bleak today as Mr Joel Linowitz, the American envoy, arrived on a mission for President Carter to try to get them started.

Tomorrow he will meet Mr Menachem Begin, the Prime Minister, although he was told when he arrived that he must look for the key in Cairo. Dr Yosef Burg, the chief Israeli negotiator, said in a statement that President Sadat of Egypt had suspended the talks four times since May.

The President, in a letter Mr Begin read to his ministers at the weekly Cabinet meeting, indicated that he had no intention of reopening the talks or even continuing the correspondence with Mr Begin. He wanted a summit between Israel, Egypt and the United States after the American elections in November.

Mr Begin told the Cabinet that he would say in his reply that Israel wished to resume the talks at their previous level.

Mr Linowitz will find Mr Begin unwilling to discuss the talks that have troubled President Sadat: the right of Jews to settle in the West Bank and the annexation of east Jerusalem.

If Mr Linowitz tries to persuade the Israelis to discuss the talks, he will be met by the Prime Minister's office to the former Jordanian sector of Jerusalem.

he may achieve something. Ministers, including some from the more uncompromising wing of the Cabinet, said last week that the time was wrong for the move.

An official who had previously said it was imminent, said today it was a long way off. It had not been proposed to the Cabinet.

Officially, the US said it was sending Mr Linowitz to try to get the talks started. The new official had been sent without the knowledge of anyone in the Prime Minister's Office.

Mr Mattityahu Shmuelwitz, director-general of the Office, said it was not proposed to move the families. "I don't mind and I don't think the Prime Minister will mind having Arab neighbours. We will make good neighbours."

The law passed by the Israeli Parliament declaring Jerusalem the country's capital, King Hussein said was "a provocation for all people of good will."

Asked if Arab countries would use the new law as a weapon against Israel and the United States, King Hussein gave no firm reply, but said: "With Jerusalem, everything is possible."

EEC initiative: Mr Thorn, the Foreign Minister for Luxembourg, investigating the prospects for a European peace initiative in the Middle East, said in Cairo today that Egypt and all the Arab countries he had visited had welcomed the idea. —Reuters.

King Husain warning of reprisals

Bonn, Aug 29

King Hussein of Jordan today gave warning that he would break diplomatic ties and impose "other measures of reprisal" against any country keeping its embassy in Jerusalem.

In an interview with the West German news magazine Der Spiegel, he advised "European countries to 'forget Camp David' because 'we are still just as far from a solution as ever'."

The EEC decided in June to hold its own talks with parties in the Middle-East conflict, but sought to avoid antagonizing the United States, Israel and Egypt by emphasizing that the move complemented rather than undermined Camp David.

The law passed by the Israeli Parliament declaring Jerusalem the country's capital, King Hussein said was "a provocation for all people of good will."

Asked if Arab countries would use the new law as a weapon against Israel and the United States, King Hussein gave no firm reply, but said: "With Jerusalem, everything is possible."

EEC initiative: Mr Thorn, the Foreign Minister for Luxembourg, investigating the prospects for a European peace initiative in the Middle East, said in Cairo today that Egypt and all the Arab countries he had visited had welcomed the idea. —Reuters.

Frail leaders of China face wind of change

Peking, Aug 31

A glance at the President of China's Parliament which was opened to the foreign press yesterday for the first time in 16 years, explains instantly why Mr Deng Xiaoping, the First Deputy Prime Minister, wants a new blood brought into the leadership.

Five of the 17 leaders in the front row were so old and frail that they had to be supported by attendants during the playing of the national anthem at the start of the session. A number of others hobbled to their seats held up by groups of young aides.

Marshal Ye Jianying, the Parliament's Chairman who at 82 is China's de facto head of state, apparently had difficulty sitting as well as standing. He was provided with a large white pillow on his chair for extra comfort during the three hours of speechmaking.

One of the main points on the Agenda of the third plenary session of the fifth National People's Congress (Parliament), which opened here yesterday, is a series of leadership changes designed to give more power to younger leaders and thereby set an example for the country.

Although Marshal Ye himself is not expected to resign, the Congress chairmanship, which is largely ceremonial, Mr Deng and four other ageing deputy Prime Ministers are due to step down during their state visits during the 12-day meeting. More than 2,200 deputies packed into the main auditorium of the Great Hall of the People for the session, with several thousand observers filling its two upper galleries.

Chairman Huo did not speak today, and he expected to resign the post of Prime Minister on September 7.

Next to him in the second row was Mr Deng himself, looking relaxed and confident.

In line with the present emphasis on the separation of party and state, Mr Huo, Mr Deng and other party leaders avoided the front row. This was reserved for Marshal Ye and 15 vice-chairmen, nominally in charge of parliamentary affairs.

Among them was Mrs Song Qingling, aged 90, the widow of Sun Yat-sen, the founder of post-imperial China. She was looked after solicitously by groups of women attendants.

It was a grand state occasion, but there was no display of pomp and ceremony. Whether there would be any throughout the 12-day session. Traditionally, the parliament rubber stamps proposals made by the Communist Party and expresses no visible dissent. —Reuters.

Prisoners of conscience



Taiwan: Rev C. M. Kao

By Caroline Moorehead

The Rev C. M. Kao, secretary-general of the Presbyterian Church in Taiwan, is serving a seven-year sentence in a hard labour camp for a fugitive wanted by the police. Shih Ming-teh, the fugitive, is now in prison serving a life sentence for sedition.

Dr Kao admits to having helped him evade the police, but argues that his actions were political and that the charges against him would not hold up in a "fairer state."

On December 10, 1979 a human rights day rally in Kaohsiung ended in a violent clash with the riot police, who surrounded the demonstrators and fired tear gas.

Later, large numbers of people known to oppose the Government were arrested. Among them was Shih Ming-teh, before being found he sought help from a group of church ministers and laymen, including Dr Kao. Most of these people—nine men and women—were sentenced to hard labour.

Dr Kao, a former principal of Yushan Theological College, was made secretary-general of the Presbyterian Church, regarded by many as the only large organization in Taiwan to challenge the Nationalist Government, in 1969.

Amnesty International believes that Dr Kao's attempts to involve the church in a clear struggle with the Government for a freer political climate are the main reason for his sentence.

Gen Videla's friend likely to be President of Argentina

From Tony Emerson Buenos Aires, Aug 31

Within a month, the commanders in chief of Argentina's armed forces will name the country's new President for a term of three years from March, 1981.

The new head of state is to be a retired senior officer and each of the services is to nominate three candidates, although it is highly unlikely that the winner will come from the Navy or the Air Force.

The most probable choice is thought to be General Roberto Viola, a close friend and colleague of President

Jorge Rafael Videla. He was army chief of staff during the 1976 coup and the anti-guerrilla campaign.

He did, however, antagonize many officers in the Navy by his steadfast resistance to the political empire-building of Admiral Emilio Massera, who at the coup seized his share of government power for his service.

The navy is putting up candidates to oppose General Videla, but its attitude may be changed by an offer of key ministries.

An alternative name being canvassed is that of General Leopoldo Galtieri, the present

Army commander, who, though considered a liberal at his appointment, has been making nationalistic declarations at variance with the attitude of the present administration.

Last week, the junta of commanders-in-chief published guidelines for the next Government's programme. Most of these were couched in self-congratulatory terms, recommending no changes except for economic policy, where the new Government was instructed to try to attain the objectives set up in the present programme that have not been achieved yet.

This is a reference to the controversial policy of Dr José María de Ros, the Minister of Economy, who has chosen to fight inflation by overvaluing the peso rather than restricting money supply or government expenditure.

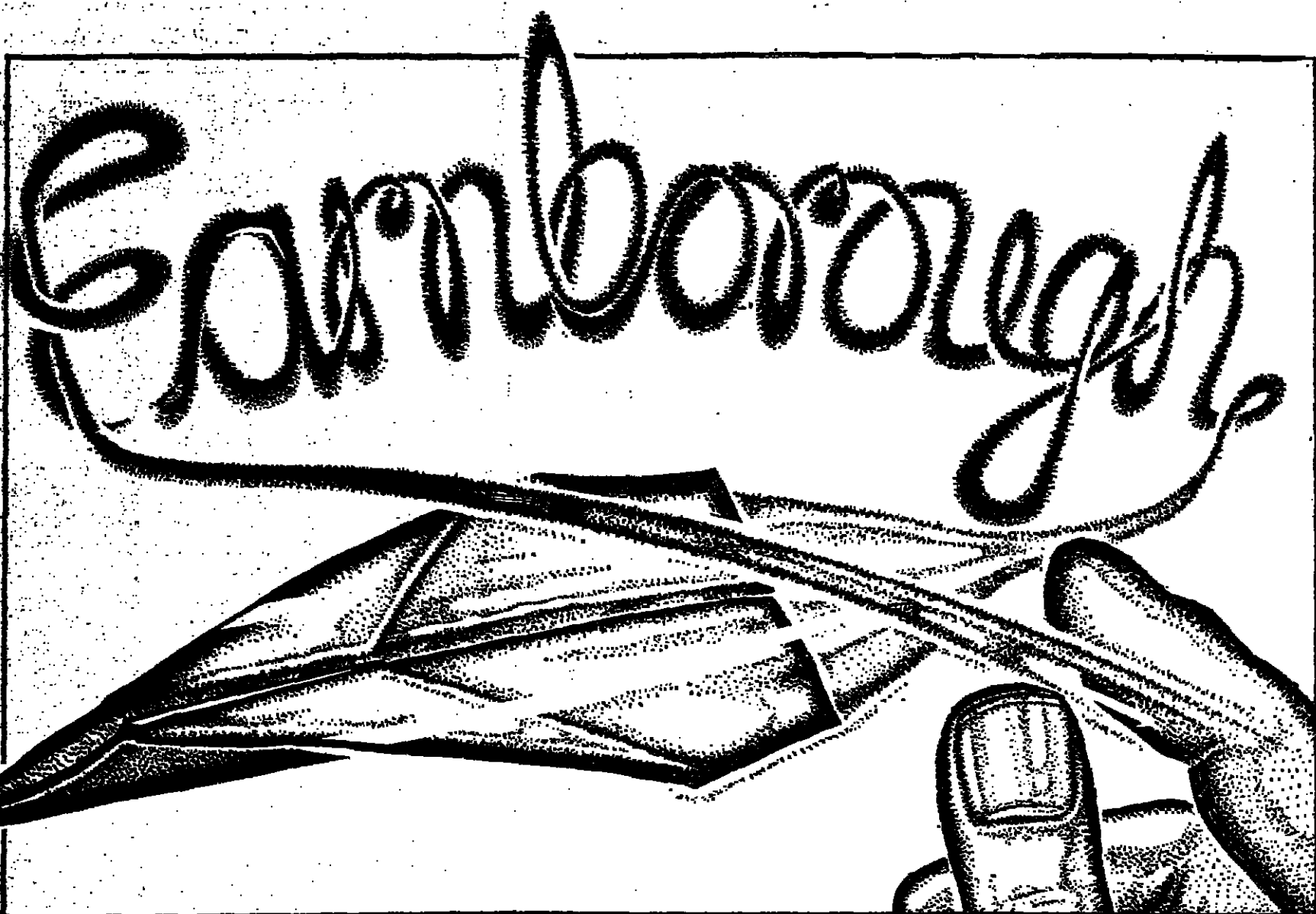
He did not win the support of the working class, and his policy has transferred so many resources from production to services and imports that farming and industry are clamouring for a change.

Dr Martínez de Ros is to produce one more budget and has already stated his intention

to continue with the exchange policy, to increase the cost and rate of value-added tax, to increase some other taxes, including personal income tax and employers' national insurance contributions. Vested interests are campaigning against such a move.

If the President-elect does not give Dr Martínez de Ros his full support and promise of continuity—which after the junta's election he may not—his minister might be ousted from introducing the new budget and may not even see out his full term of office.





Plenty to see

Although the real business is done on the exhibition stands and in the company hospitality chalets, the Farnborough show has always been synonymous with aircraft as far as the general public is concerned, and there will be plenty to see this year.

More than 100 machines of widely varying types, from small single-seater fighters to the 300-seater European Airbus, are to be present, either in the flying display each afternoon, or in the static park. The accent will be strongly on military aircraft, as the United States Government ban on the showing of such types abroad, which affected the 1978 show, has been withdrawn this time.

As a result, United States military aircraft manufacturers are sending over an impressive list of their products. They include the A-10A Thunderbolt II "tank-buster", in effect a flying heavy-calibre cannon, and designed for low-altitude operations over the battlefield, representatives of the new generation of fighters in the F-15, the F-16 and the F-18, the developed version of the British Harrier jump-jet fighter, the AV-8B, and possibly a Boeing AWACS early warning radar aircraft and an F-111 fighter-bomber.

But although the United States will be displaying its military might, the aircraft industries of Britain and Europe will not be outdone. British Aerospace, for instance, will be showing for the first time in public the airborne early-warning version of the Nimrod, with its bulbous radar pods at the nose and the tail, while the air defence and strike versions of the Tornado (which Britain makes with West Germany and Italy) will be on parade.

In addition, BAe is to show a large proportion of the many other types, both civil and military, which it produces. These include the tactical strike version of the Anglo-French Jaguar and four Sea Harriers as developed for the Royal Navy.

One of the stars of Farnborough this year is likely to be the French Dassault-Breguet Super Mirage 4000, which made its first flight last year. Dassault will also be sending over two prototypes of the Mirage 2000, a 1,400 mph interceptor, and the Mirage F1. Microturbo, another French company, is proposing to display its tiny two-seater Microjet 200, while Aerospaciale intends to show

Farnborough International '80, the twenty-fourth aerospace exhibition and flying display organized by the Society of British Aerospace Companies, opens today against a background of heightened international tension and economic recession, both of which factors are having a profound impact on the business of the manufacturers of aircraft, aero engines and aviation equipment around the world.

Defence spending is up. Tornado bombers which are at the same time the beginning of the Anglo-West Germanist production lines away from the home. Aerospace does not necessarily benefit from increased defence expenditure, and Britain provides a classic instance.

Largely in support of the toughening attitude of the West since the Soviet invasion of Afghanistan, the British Government announced within two days during July an order for 1,300 worth of new tanks and other ground-based weapons for the army, and a 5,000 investment in the Trident 1 submarine-borne strategic missile system to replace the aging Polaris in the 1990s.

How much money did that save for new military aviation in Britain? Very little, seems. Funding for what is to be Britain's next fighter-bomber — a programme which, with European partners such as West Germany and France, could run to as many as a thousand aircraft over a long period — has been reduced to a trickle. The industry is increasingly worried that it could dry up altogether.

AST 403, as this project is called, is well along its design path within British aerospace. A great deal of progress has been made by consortium of three of the big British aviation electronics (avionics) companies — defining very advanced systems which would enable it to find its target in the worst weather and to strike it with a high degree of accuracy with the advanced weapons of the future.

About 1,000 highly-skilled British avionics experts are likely to find their jobs affected in the long term if AST 403 is put on the back burner. Its place could be taken, it is being suggested, by diverting some of the

Two of the main reasons why AST 403 has been on the drawing-board so long without any decisions to go ahead with it are procrastination within the Ministry of Defence and the impossibility of obtaining agreement between the potential partner nations on a common specification and service date. The manufacturer of the aircraft, British Aerospace, is at Warton, Lancashire, in the summer, and the third is due to fly this autumn. ADI, the first prototype ADV, which has been involved in handling, and flatter trials, will be one of three Tornado aircraft to be demonstrated at this Farnborough show. It will be the first time that it has been seen in public. Prototype AD2's maiden flight from Warton had a special significance in that it was carrying for the first time the avionics system developed for the ADV version. That this system had taken eight years to develop demonstrated the vast

amount of skill and effort which goes into a radar for such advanced aircraft as the Tornado or the AST 403. The management, design and development of the Tornado avionics have been the responsibility of EASAMS, a member of the GEC-Marconi group of companies, which began work on the system for the Interdiction/Strike (IDS) version of the aircraft as long ago as 1968. A contract was awarded in 1972 by the Ministry of Defence to study the feasibility of adapting the IDS avionics system to an interceptor role.

The avionics as developed for the ADV version of the Tornado will give the crew a display of the tactical air picture, target selection for attack, and attack steering and fire control for the four Sky Flash, two Sidewinder 9L missiles and the Mauter gun which each aircraft carries.

ADV Tornado will also be equipped with a jam-resistant digital data link enabling its airborne computer to pass and receive data to and from ground and airborne command posts.

While Europe continues to argue over AST 403, the United States has the new generation of fighters, from the Grumman F-14, with its swing wing and its six Phoenix missiles able to select targets in order of priority up to 200 miles away, to the F-18, well advanced. The Russians have their new generation of fighters and bombers, such as the Fencer and the Backfire, in service.

In the civil sector of world aerospace there has been a dearth of orders for wide-bodied airliners so far this year, in contrast with 1979, which was one of the great boom years for this part of the industry. Against a background of steeply rising fuel costs, higher fares and stagnant traffic, few manufacturers will be brave enough to announce new air-

liner projects during the coming months, while there is a lack of any haste to develop existing types.

Boeing, the leading manufacturer on the West Coast of America, is actually cutting back slightly its previous output of one airliner each working day. Airbus Industrie, the European consortium making and developing the European family of wide-bodied airliners, is increasing its output on the basis of last year's orders, but from a small base compared with that of the Americans.

The aircraft market is less gloomy at its lower end, with business jets and aircraft for the "third-level" airlines continuing to sell well after the relaxation by the Americans of their regulations limiting the number of passengers which may be carried in commuter aircraft. Short Brothers' 360 project, carrying 36 passengers, is a brave new entry.

Arthur Reed
Air Correspondent

continued on next page

Ten years later there's still only one.

When you buy a Rolls-Royce Phantom VII, you are buying the most advanced, most sophisticated, most luxurious car in the world. And ten years later, it's still the only one.

The engine they couldn't resist.

The Rolls-Royce RB211-524 is the most powerful, most efficient, most reliable engine in the world. And it's still the only one.

There's only one engine on the world's most technologically advanced Trijet.

The Rolls-Royce RB211-524 is the most powerful, most efficient, most reliable engine in the world. And it's still the only one.

Doesn't every American admire a pioneer?

When you buy a Rolls-Royce Phantom VII, you are buying the most advanced, most sophisticated, most luxurious car in the world. And ten years later, it's still the only one.

They've just put up the price of not specifying Rolls-Royce on the 747.

The Rolls-Royce RB211-524 is the most powerful, most efficient, most reliable engine in the world. And it's still the only one.

Meanwhile, back at the drawing board...



ADVERTISEMENT

One Company's answer to the recession... EXPANSION.

Through a vigorous 10 years of growth, Marconi Space and Defence Systems has progressed from gross sales of some £13 million to around £280 million this year. This secure foundation for the company has been won by the innovation and technical achievements of engineers of the highest calibre.

Sustaining this growth has imposed enormous challenges on all sites throughout the country — challenges which have been met. Some of the results can be seen at the M.S.D.S. stand at Farnborough. It is worth noting in the summary below, the vast range of skills brought together to develop some of the most up-to-the-minute equipment currently being produced in Britain today.

COMPUTER SPEECH GIVES AIRCRAFT WEATHER REPORTS

Digitized speech is no longer a dehumanised and metallic experience. The M.S.D.S. Volmet Automatic Equipment changes text reports of weather conditions at U.K. (and some European) airports into a computer controlled but human sounding voice.

Volmet is at present being installed at Heathrow. Working equipment can be seen at the stand together with video support. Other examples of digitized speech and voice processing, particularly for secure airborne radio communications, will be evident.

THE FUTURE IN MISSILE GUIDANCE

An area of outstanding success: Advanced solid-state design and construction methods are used to give high reliability and

accuracy at a low procurement and maintenance cost. Skyflash, which will be seen at Farnborough, has been highly successful in

its trials and is currently in production for the R.A.F. use in the mid 1980s. Sea Skua will also be on display. This anti-

ship missile is designed to be dropped by helicopter and skim the sea like an airborne torpedo to seek out and destroy its target.

LIFTING THE CURTAIN ON ELECTRONIC WARFARE

Both the Sky Shadow ECM Pod and the Rear Homing and Warning Receivers will be on view. The Sky Shadow is carried under the wing of the aircraft and is a custom design for specific requirements — wide-band,

narrow-band and full scale deception jamming. M.S.D.S. have the prime contract for jamming equipment and warning systems fitted in all Royal Air Force strike aircraft — a reflection of their technical and commercial expertise.

ALL-WEATHER, LOW-LEVEL TRACKING SYSTEM

A recent operational practice firing of Rapier missiles in conjunction with Blindfire radar, has shown the devastating effect of this alliance. Blindfire's capabilities in all conditions

has ensured a high number of direct hits against small Russian towed targets. Small wonder that the Queen's Award to Industry for technological achievement.

GO-AHEAD FOR ADVANCED SATELLITE COMMUNICATIONS

The U.K. Government's recent decision to explore further opportunities in advanced satellite communications has given even greater importance

to work being carried out by the Satellite Division. A model will be on the stand of the proposed successor to Sky Net II Military Communications Satellite.

A STREAM OF NEW PROJECTS

There is a lot on show in every sphere of air defence systems—there is much more which isn't. It is this firm base of technological achievement

which ensures a solid future—if you happen to be an Engineer of any discipline working in this field look out for our advertisement on page 7 of this report.

We deliver all shapes and sizes of financial packages.



We deliver.

Test us.

Midland Bank International
Aerospace Group
Midland Bank Limited, International Division,
60 Cannon Street, London EC4A 3DF. Tel: 01-406 2944.

FARNBOROUGH

Uncertainty about denationalization plans but

British Aerospace orderbook at a record high level

British Aerospace arrives at this Farnborough show with the legislation necessary to denationalize it on the statute book, but with no firm decision by government on when shares will be offered on the market. But despite the inevitable uncertainty which this state of affairs has brought about, the order book stands at a record high level, and many of the corporation's factories are working flat out.

Five of the six divisions in the BAE aircraft group are now engaged in two big civil programmes, the European Airbus A300 and A310 (for which BAE, as a 20 per cent partner, makes the wings) and the 146. Total investment in the long term in these projects will exceed £500m.

The first orders for two versions of the 146, seating 86 and 104 passengers respectively, were received in June from the Argentinian airline LAPA. BAE sales teams have visited 100 airlines around the world and claim that the airlines' reactions to the project are "highly encouraging". Roll-out of the first 146 will be in March, with first flight in May.

Seven factories within BAE are involved in the design and manufacture of A310 airbus wings. Design is 80 per cent complete, and metal has been cut at both Manchester and Chester on the first wing set. In the case of the A300, delivery of the 134th wing set was made in July. As part of the European consortium's plan to increase production to eight aircraft a month, an eighth assembly jig has been commissioned at Chester.

BAE sees the A300-600 version as the next logical step in the development of the airbus "family". This would have the A310 rear fuselage adapted to the A300, giving a moderate increase in cabin size and increased tankage for greater range.

Sales of the HS 125 executive jet stand at about the 500 mark with an export value of £400m. Production rate is three a month from the assembly line at Chester. It is committed for several years ahead, but work is in progress on new developments.

BAE's factory at Prestwick, Scotland, is engaged on development of the Jetstream 31 small airliner, an improved version of the original Handley Page Jetstream. The first of 31 was in March. The RAF is to place an order for 14 for communications purposes.

Output of the HS 748 twin-engine turboprop aircraft, although it is more than 20 years old. More than 350

have been sold, bringing in £400m in foreign currency, and some airlines are seriously considering the type as a replacement for short routes for their fuel-hungry jets. BAE is producing the 2B version, which has many improvements, including more powerful Dart engines.

In the military sector, the most important project continues to be the Tornados. January are being produced for the Indian and Oman Air Forces.

BAE has real hopes that its big contract with Saudi Arabia, which includes the running of the kingdom's aviation training academy and the maintenance of Lightning and Strikemaster aircraft, will be renewed in 1982.

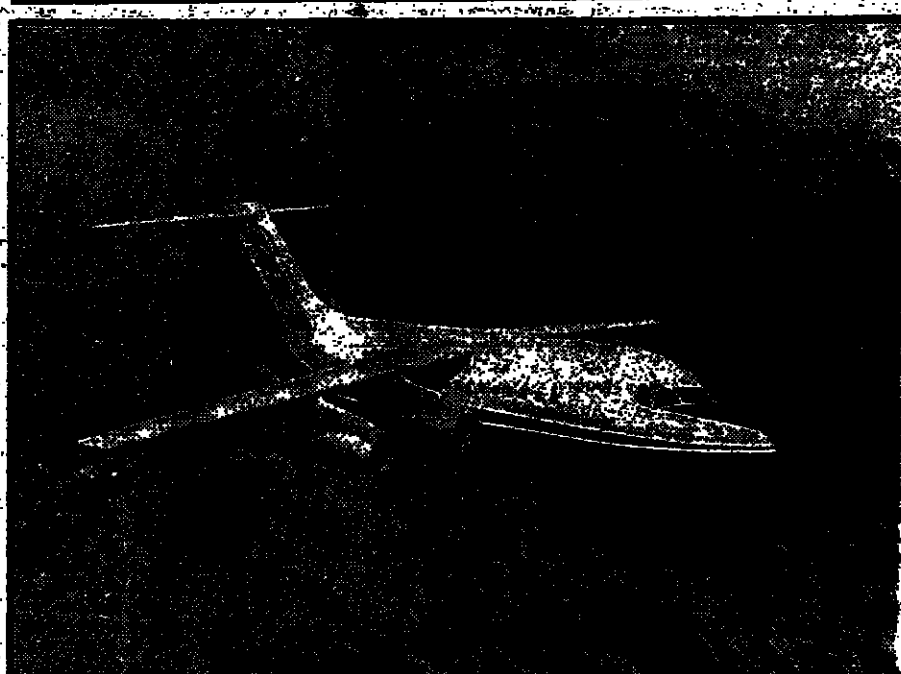
Since it was first signed in 1973, the contract has been worth about £1,000m.

The Hawk strike trainer is being improved with a more powerful version of the Adour engine and more efficient wing lift devices. The first of 11 Hawk airbuses, which are being developed to extend the defences of Britain further away from the coast made its maiden flight in July, and at the same time the advanced radar which has been developed by Marconi Avionics to enable it to "see" over the horizon was formally switched on. BAE is also well advanced in studies for an improved version of the Harrier, a vertical takeoff fighter/bomber to give it a better operational radius and air-air combat performance.

Rolls-Royce has continued to expand its family of RB 211 engines since the last Farnborough show. Takeoff thrust within the family ranges from 32,000lb up to 55,000lb. Total orders for 211s are worth about £2,000m, more than 720 having been delivered to customer airlines. The latest version is the scaled-down 211-535 with 37,400lb of thrust for the Boeing 757 narrow-bodied airliner ordered by British Airways and Eastern.

Production of 2,000 RB 199 engines to power the Tornado fighter/bomber is well under way and the initial production standard, Mark 101 version is flying in the flight development programme. Rolls has developed the RB 199 for the West German Luftwaffe, the French Armée de l'Air, and the Italian Aeronautica Militare.

Production continues of a number of other Rolls units, including the Adour turbofan for the Sea King helicopter, the Spey turbofan for the Royal Navy's fleet of ships, and the Viper, several of which were developed for



Top: Rolls-Royce is working on a vectored-thrust engine to power a supersonic vertical takeoff and landing fighter, a possible outcome of which is the next generation of airline States Navy colours, is approved and the first set of wings has been made. First flight is due in May next year.

aviation use, but are in great demand as industrial engines, used to pump gas, generate power in power stations and drive the turbines in ships. The Viper, a turbofan engine, is used to power the Sea King helicopter.

A big upheaval in the US air transport industry

The American air transport industry is experiencing the biggest upheaval since the arrival of jet aircraft transformed the business 22 years ago. Many airline managements, obsessed by short-term traffic patterns and enormous losses on their domestic operations, have not realized the full implications of what is happening. Those that have are those that will survive into the 1990s.

In 1958 the advent of jet aircraft halved the time it took to make a journey, which meant that airline economics being what they are, operating costs were also halved. In today's revolution, 1980 technology is being replaced by 1990 technology, but because the aircraft are so similar, the implications of the change have yet to be widely realized. But the difference at bottom is clear enough — modern aircraft use less fuel and fuel efficiency is the key to 1990 successful airline operation.

According to Mr Julius Malanduk, of Solomon Brothers, who is one of Wall Street's most respected airline analysts, 700 aircraft out of a combined total of 1,700 operated by the 10 main domestic American trunk carriers are already technically obsolete. They are being operated only because the free-for-all era of open competition led to routes with scant regard for their long-term viability.

The operators are paying the penalty for their impetuosity. The fact that 40 per cent of aircraft in their fleets are obsolete goes a long way to explaining the losses being incurred by the domestic airlines. In the three-month period to June 30 this year, for example, Eastern lost \$66.3m, Braniff \$47.7m, American Airlines \$34.8m, and Eastern \$15.9m. It is significant that the only airline consistently to make money in recent years is Delta and it has by common consent the most modern and fuel-efficient fleet in the country.

Hard as it is to look beyond the existing gloom, Wall Street analysts predict that after the present shake-

out the early 1980s will be extremely profitable for the airlines. Some of the aircraft to cut back, so there will be fewer seats available and heavy discounting of fares will no longer occur. "By 1985, who will believe that in 1980 you could fly 300 miles from New York to Washington for \$61, and for \$3 more you could fly 2,500 miles all the way to Los Angeles?" Mr Malanduk asks.

He predicts that the present freedom to reserve a seat, and even buy a ticket and then fail to turn up without incurring any financial penalty, will go by the board. "The airlines, which also have high break even rates. They will accept a booking only if you pay a deposit, and if you do not show, booking you lose your money."

It is an open secret that the airlines need to re-equip on a massive scale. The need for fuel-efficient aircraft and the saving of space for passengers will be a high priority for airlines which can afford them should set off a bonus for the suppliers—but paradoxically it could also force the weaker manufacturers out of the civil aircraft business.

The two companies which look vulnerable are Lockheed and McDonnell Douglas. The former is not making any money out of the Rolls-Royce powered L-1011 aircraft, which are wide-bodied, and therefore the company cannot afford to finance the development of its next generation of airways. McDonnell Douglas had been badly hit by the decline in DC 10 orders just as their aircraft was about to become profitable. Farley is a result of its running "late" its new, improved aircraft, the ATR (advanced technology regional) airliner is not expected to be available until 1985. Unless it is part of the programme, which looks doubtful, it may be too late for its market.

What this means is that by the end of the 1980s there could be just two large viable civil aircraft manufacturers in the Western world — Boeing in Seattle, and Airbus Industries, the European consortium based in Toulouse. And the battle between these two will be fought with the

Boeing 767 and 757 on one side, and the Airbus A300 and A310, on the other.

The key feature of these aircraft is that they all have two engines and three-fold over-massive fuel savings over the present generation of aircraft. But if there are only two suppliers, then the pressure on airlines to produce the pattern of air transport in the next decade and order the aircraft they need early enough to secure their place in the delivery queue will become crucial. Tactics in the timing of aircraft purchases and delivery will determine the winners and losers of this revolution, just as they did in the 1958 jet boom.

Thus it is that all eyes are watching Delta Airlines. It is already believed to have put pressure on McDonnell Douglas to bring forward the delivery time of its ATR. But even so it is likely that the airline will opt either for the Boeing 757 or the Airbus A310 to replace its vast fleet of short-haul Boeing 727s. An important decision but Delta has only until next spring to decide whether it wants early delivery of either of these aircraft. Buying the McDonnell Douglas

aircraft would leave it two years from 1980 to 1982, when it would have to compete against a much better equipped arch-rival, Eastern Airlines. Eastern has already made its decision, to buy the Airbus and the 757. It is doubtful whether Delta would be prepared to take that chance.

Civil aircraft are only a part, however important, of the American manufacturing scene. Equally significant, particularly for traditional military suppliers like McDonnell Douglas, Lockheed, and Grumman, is the wide presidential election in November and what will happen to military spending.

Over the past few years, victory would be a significant immediate significance, but the gap between the two parties is revealed more in the "reconstruction" in the military. A re-elected President Carter would also be expected to step up spending, perhaps on a new space-based bomber, but also on the less glamorous but none the less, lucrative support aircraft — supply planes, troop transports. Indeed, only last month the military was known to be planning the purchase of the DC-10, which was rolled out in California.

Finally, there are regional airlines, a group whose performance this year has been in stark contrast to that of their big brother, the US Air of Baltimore, Dal based Texas International Midway in Chicago, and fast growing Air Florida in earnings. Traffic grew partly because the big lines abandoned local routes to concentrate on the haul, partly because small carriers have also been switching to more efficient aircraft. So one of the questions for the 1980s is whether the manufacturers, who have always tended to encourage demand on ever bigger aircraft, will put some of their advanced aircraft and technology into building aircraft with fewer than seats, specially to tap computer markets.

They have not done so in the past. But some airlines are hopeful and Mr Goldreyer, of US Air, says: "There is some reason to believe that the market which sums up the position of the entire industry."

Anthony Hill

Plenty to see

continued from previous page

its latest military trainer, the Epitome.

From further away will come two examples of the British Aerospace-Bend Sinister turboprop — a commuter airliner and maritime surveillance version — as well as a Xingu twin turboprop executive machine. The aerospace company Mitsun has promised two versions of its MD2 high performance "twin" turboprop short takeoff and landing transport, the Solitaire and the Marquis.

The Royal Air Force Red Arrows aerobatic team, which has promised two versions of its MD2 high performance "twin" turboprop short takeoff and landing transport, the Solitaire and the Marquis.

fly, and there will be a fly-past of the RAF Battle of Britain memorial flight, and the Royal New Zealand flight. A Concorde will also be scheduled to fly by, and as a complete contrast, there will be demonstrations of a powered hang glider.

In addition to the aircraft, there will be an outdoor display of aviation equipment and engines, and other avionics.

About 500 companies from 14 countries are showing at Farnborough this time. To accommodate them all, the four Sea Harriers will also

been increased by 55,000 sq ft to 350,000 sq ft. The exhibition hall covers 23 acres, or more than 16,000,000 sq ft. The public have said that it is the largest canvas-clad building in the world. Putting up exhibition halls and it has taken 45 miles of piping and 50 miles of wide canvas.

Farnborough is open to visitors for its four days. The public is on Friday (September 5) when admission will be £4 for adults, £2 for children, and £1 for seniors. The main public day is on Saturday and Sunday when admission will be £1 for adults, £1 for children, and £1 for seniors. The main public day is on Saturday and Sunday when admission will be £1 for adults, £1 for children, and £1 for seniors.

Manufacturers face a vital decision on successors to the A300 and A310

Big or small airliners: Europe's option

Airbus Industrie, the European consortium of aerospace manufacturers which is developing the A300 and A310 wide-bodied airliners, has an important decision to make in the near future—what size of airliner should follow these two successful projects?

It is vital that AI makes the correct decision, for not only will hundreds of millions of pounds of development money hang on it, but Europe's continuation as a serious rival to the major manufacturers in the United States will also depend upon it.

Europe has the option to go big or small with its next airliner, and AI has already completed a great deal of research in both the technical and market sectors to make sure that the right path is followed.

The options are: a stretched version of the A300B4, the TA9, with 310 to 350 seats, grouped around two aisles which should have significant economic advantages over existing tri-jet airliners, such as the McDonnell Douglas DC10 and the Lockheed TriStar; the TA11, a 210-seater with up to four engines designed for long-range routes; and the SA (single-aisle) series to carry between 120 and 160 passen-

gers to replace narrow-body short-to-medium-range airliners. About 18,000 workers are employed in Europe on A300 and A310 production, but this figure will rise over the next few years as production is increased to match the bumper order book which came in during 1979. The partners in the consortium are Aerospatiale (France), MBB and VFW, united in Deutsche Airbus (West Germany); British Aerospace (with a 20 per cent share, and responsibility for the production of the wings of both aircraft types) and CASA (Spain). In addition, Fokker (Holland) and Belairbus (Belgium) are associate members. Between them, these European companies have a workforce of about 160,000.

A total of 35 world airlines have either ordered, or taken out options to buy, more than 400 Airbus of both types, 200 of the sales and options coming in during the past year.

AI claims that this was about 25 per cent of the world civil aviation market. The consortium makes the point that the 35 airlines which have ordered have conservatively estimated need for well over 800 Airbus of the existing types. It adds: "We are

determined to go beyond that and still increase the number of our customers and thus the sales potential."

Sales so far this year have slowed considerably as the recession and inflated fuel costs have begun to affect the airlines' economics, but one significant sale achieved by AI was to sell the Airbus to Kuwait Airways. This was its first major sale to a Middle East airline, which had traditionally bought United States aviation products, and AI is now hoping that others in the same area will follow Kuwait's lead.

With AI expanding on the back of its sales success, is there room for other big civil aircraft projects in Europe? Fokker, the small but dynamic Dutch company, which recently completed its breaking away from its erstwhile West German partner VFW, thinks so, and continues to promote a plan for a 160-seat twin-jet airliner, the F29.

Fokker would want finance and technical partners for the F29 and continues to try to bring in the Japanese.

On the military side, old alliances are beginning to break up, as projects like Jaguar come to an end, and new ones are about to be

formed to develop aircraft such as the next European fighter. In spite of all the drawbacks to international collaborative projects—the higher costs, the longer time to become in-service—European nations continue to flirt with the premise as the only way of sharing out the formidable development costs and of getting a sufficiently large production run to make the project worth while.

The military in each country believe that with two, three or more countries involved, it becomes increasingly difficult to cancel a project once the original agreement has been signed.

The truth of this has been proved by the Tornado swing-wing strike/interceptor aircraft, being made jointly by Britain, West Germany and Italy, which has survived crises to the stage when the first aircraft has recently gone to an RAF airfield in Britain for the start of tri-nation training.

What has emerged from the Tornado programme is an expensive but highly effective aircraft, international cooperation having been proved once more, as in the case of the Anglo-French Concorde supersonic airliner programme, to produce an advanced level of

technology as each nation's experts scrutinise and sometimes improve upon the efforts of their foreign colleagues.

These are the big European projects which have produced a startling improvement to the aerospace industry of the Continent, although at no little cost to the tax-payers, over the past 15 years, but there are also numerous smaller international deals proceeding about which little is heard.

Aerospatiale of France and Aeritalia of Italy for instance have just signed an agreement to develop jointly a commuter airliner with between 40 and 50 seats to enter service at the beginning of 1985. SAAB of Sweden is building part of the tail of the British Aerospace 146 airliner as a subcontractor. Short Brothers, of Belfast, makes parts for Fokker, as well as for the big United States manufacturers Boeing and Lockheed.

West Germany and France have jointly developed the Alpha Jet advanced trainer/light attack aircraft, while British and French companies have supplied equipment for the Orca fighter, a joint project between Yugoslavia and Romania.

On a test flight from the British Aerospace airfield at Warton, Lancashire, the first prototype of the air defence variant of the Tornado, being developed by Britain, West Germany and Italy, carries four Sky Flash missiles under the fuselage. The version is being developed especially for the defence of Britain.

A. R.

Secrecy makes Soviet motives suspect

Farnborough has yet to be patronized by an official Soviet exhibit, as the Paris show was regularly been. The British display is always well attended by Russian technicians, festooned with cameras and tape-measures, and many an airliner shape first revealed at one of the European shows has some years later been closely reproduced by the Ilvushin, Tupolev or Antonov designers. Examples are the 1162 (VC10), 1186 (A300), Tu144 (Concorde), Tu154 (Trident), An24 (F27).

Although the Soviet industry has tended to follow the West in airliners, innovation in military design has been positive and even spectacular. Three combat types took the technical and armament initiative: MiG25 (Nato code-name Foxbat), Sukhoi Su19

(Fencer) and Tu26 (Backfire). These are among the most formidable fighters and bombers in the world.

In the associated industries of space and guided weapons, the Soviet Union has taken initiatives which have put constant pressure on Western defence spending.

The quality, quantity and variety of Soviet military aircraft and missiles have long been the subject of warnings by American and Allied service chiefs and political leaders. A side which conceals its arms must have suspect motives, and Soviet embassies can learn more about Western military aircraft and missiles from *Flight*, *Aviation Week* and *The Times* than a thousand spies or satellites could discover about Soviet equip-

ment, the makers of which can easily fool a reconnaissance satellite by rolling out 30 Backfires a month when the sun is not on the Tupolev works at Kazan.

Backfire comes from the Tupolev design team, which has a strong tradition in bombers as well as in transport aircraft. Backfire is a successor to the Tu-16, first seen in 1961 and the first operational Soviet supersonic bomber. Tu22M for the Salt negotiations, presumably so that the Americans would believe it to be a medium-range, non-strategic modification of Blinder.

It is very different, being a big swing-wing Mach 2-plus bomber more in the class of the B-1 than the Rockwell B1, production of which was

cancelled by President Carter.

The Mikoyan MiG25 Foxbat is a Mach 2-class fighter which has been in service for about 10 years. It was an aerodynamic trendsetter, precipitating an outburst of American design activity which produced the similarly twin-engine, Grumman F14, McDonnell Douglas F15 and McDonnell Douglas/Northrop F18.

Foxbat is from the same stable as the MiG21, one of the world's classic supersonic fighters. The MiG21 (code-named Fishbed) has almost certainly outnumbered each of the two most successful American supersonic fighters, the McDonnell Douglas F4 Phantom and the Northrop F5. The MiG21 is a multi-role fighter, with variants for all missions from

high interception and dog-fighting with Aroll guided missiles, down to low-level ground-attack. Export versions equip air forces of the Communist block and of neutrals such as Egypt, Finland, India, Iraq, Sudan, Syria, Tanzania and Yugoslavia.

Foxbat has not been exported for certain. It is primarily an interceptor and reconnaissance type. A defecting Soviet pilot gave the West its closest look at a modern Russian military aircraft: when in 1976 he flew a Foxbat to Hakodate in Japan. The electronic weapon-aiming radar and navigation equipment was found to be inferior to contemporary western systems, and this insight into the unseen sector of the Soviet in-

dustry was particularly informative.

Two other MiGs, the MiG23 and MiG27 Floggers, have been replacing the MiG21. The Flogger is a swing-winger, extending the MiG21's multi-role versatility. MiG23's have been exported to many MiG21 air forces.

The Soviet aircraft industry has internal competition, with Mikoyan designs measured against Sukhoi's. The most formidable is the Su19 Fencer, a swing-winger in the American General Dynamics F111 category. It is the aircraft which would probably be the first to test NATO and United Kingdom defences in any war. RAF experts say it has the fuel and payload to make a nuclear low-level strike against British targets from East European bases.

The Su11 and MiG21 are usually similar, while the swing-wing Su17 to Su20 range complements the MiG23 to MiG27 series.

The Russians excel in helicopters, having led the world in weightlifting with the Mil Mi24. But the Russian rotor which is most seen on Western television screens is that of the Mi24 Hind gunship, assault and anti-tank helicopter, which has been operating in Afghanistan.

Soviet airliners are less veiled in secrecy, but their export potential has been highlighted for Aviasoviet (the official sales agent) by the lack of technical data on which Western airworthiness certificates can be issued. The Soviet Union is a member of the International

Civil Aviation Organization, but does not comply with its safety-data recommendations.

There is a surprising omission from the comprehensive suite of Aeroflot airliners: there is still no widebody (twin-aisle) airliner in service 11 years after the Boeing 747 first carried passengers. Ilyushin's big I186 seats 300 to 350 and is in the same class as the European Airbus but with twice the number of engines (four). It has been on test for four years and was due to be in service for the 1980 Olympic games.

This aircraft and its 12-tonne Kuznetsov turbofans spotlight the Soviet industry's most mysterious deficiency: its inability to develop a 20-tonne to 25-tonne turbofan in the class of the West's JT9D, OF6 and RB211.

The Russians have beaten the Americans' manned spaceflight endurance records with the Salyut and Soyuz spaceships and they are highly competitive in guided missiles, having the strategic SS17, SS18 and SS19 besides a full range of army, naval (including submarine strategic) and airborne weapons for every kind of target.

Yet there exists this extraordinary engine-design deficiency, which may account also for the decision to abandon the Tu144 supersonic airliner ("Concorde") after serious problems of fuel-burn and component life with its Kuznetsov turbofans.

J. M. Ramsden
Editor, *Flight*

Westland®

is a team 12,000 strong with sales of over £200 million.

means business...worldwide

Helicopters

The successful association with Aerospatiale of France in the production of Lynx, Gazelle and Puma has led to orders of nearly 2,000 helicopters. This partnership continues.

An Anglo-Italian company has been formed with Agusta to develop the EH101, a new helicopter to replace the Sea King worldwide. Westland WG30, civil and military transport helicopter based on Lynx technology, is in production.

Hovercraft

British Hovercraft Corporation is a Westland company setting new standards of speed, comfort and passenger appeal with Super 4. In service with British Rail Seaspacer, Super 4 hovercraft can carry up to 60 cars and 416 passengers across the Channel in half an hour at speeds of up to 65 knots. In 1980 one in three passengers and cars will cross the short sea routes to France by British Hovercraft. Over 60 British Hovercraft have been delivered worldwide.

Normalair-Garrett

Normalair-Garrett in the UK, Australia and Singapore, is a rapidly expanding company in the Westland group supplying mechanical, hydraulic, pneumatic and electronic control systems for Aerospace and defence programmes in Europe and the USA.

Normalair-Garrett supplies life support equipment and environmental control systems for the Tornado, Hawk, Harrier, McDonnell Douglas AV8B as well as the British Aerospace BAe 146 feeder liner. The advanced digital maintenance recorder for the U.S. F-18 Hornet is in production.

Westland Technologies

Westland Technologies consolidates the international marketing and product development activities of six specialist manufacturing companies in Europe with business ranging from metal fabrications, flexible rubber fuel tanks for helicopters, aircraft and fighting vehicles, to liquid crystal displays.

Westland Aircraft Limited England



If you would like a free copy of Westland Review, a colour guide to the Group's capabilities and trading results, please write to us:

هنا من الأخبار

Aerospace industry spreads to new manufacturing countries although worldwide trade recession is gnawing at traffic profits

US and Europe no longer enjoy production monopoly

Countries such as Israel, Brazil, India and Australia are not generally thought of as aerospace producers, but each has developed its industry over the past few years to the extent where they are entitled to receive more than just a passing nod of recognition from the big companies in the United States and Europe.

Brazil has had a particularly impressive success with its Bandeirante twin turboprop, well over 200 of which have now been sold to operators all over the world. In its commuter version, the aircraft carries 21 passengers over a range of 1,190 miles at a cruising speed of 224 mph,

but it is also being produced in 11 other forms, including those for military transport, aerial photography, executive transport and maritime patrol.

Embraer, the Brazilian manufacturer, is also producing a pressurized six-seater twin turboprop, the Xingu. This has a range of 1,300 miles and a top cruising speed of 300 mph and, like the Bandeirante, is being developed all the time.

For such a small country, Israel has a remarkably active and advanced aircraft industry which produces both military and civil aircraft, in addition to carrying out a great deal of overhaul.

Israel Aircraft Industries (IAI) Kfir fighter, based on the airframe of the Dassault Mirage 5, but heavily modified, and using an American General Electric J79 turbojet, has been in service with the Israeli Air Force for five years or more, and the company is reported to be developing a successor.

In the civil/military sector, IAI produces the Arava twin-boom, twin turboprop transport (and has had some export success with it), and the Westwind twin jet, the latest version of which is used for naval support and coastguard duties by the Israeli Navy.

India has concentrated largely on building under licence aircraft, both civil and military, which have been developed by other,

more-advanced aerospace nations, but in doing so has built up a considerable design capability of its own which will be used in the future to develop indigenous projects.

The Anglo-French Jaguar fighter has recently been sold to India, and part of the deal was for the Indian aerospace industry to make a part of the order in its own factories. Similar deals were carried through in the past on the British Canberra trainer/fighter and the British MS 748 40-seater airliner/military transport, while the industry in India also produced a series of versions of Soviet MIG fighters for use by its own air force.

Indonesia is another

country which is seldom considered as a contender in aerospace production, but it is making, under licence from Spain, the CASA C-212 Aviocar, an 18-seater light commercial transport. The output rate is one a month, rising to two a month, and it is planned to have produced more than 80 by 1982.

Indonesia also builds the BO 105 helicopter under licence from the West German company MBB. A number of these aircraft are now in service with the Indonesian army and navy.

Although China is always forecast as being about to make an enormous expansion of its aerospace industry, progress towards this appears to have slowed considerably in the past few

years as the Chinese have become short of funds, and as they attempt to digest the large amounts of technology which they absorbed during the 1970s.

China's most important aerospace project is the development of fighters based on the MIG series, the latest of which is the Shenyang F-12. This reportedly looks for its parentage to the Soviet MIG 23 Flogger fighter/bomber, but will be powered by twin Speys built as a result of the deal which the Chinese struck with Rolls-Royce to establish a jet engine factory outside Beijing.

The Chinese are also reported to be making their own four-jet airliner, a copy of the Boeing 707. But it is thought that this is purely meant as a research project, and not as an aircraft which will be put into service. For that purpose, the Chinese airline CAAC has a fleet of Western jetliners, including 707s and 747 jumbo jets from the United States. But their interest in how aerospace works and can be developed is insatiable, and was remarked upon by all those who attended the successful trade exhibition which was organized in China last year, and by the Society of British Aerospace Companies. Although slow to make progress, the Chinese could become one of the world's foremost aerospace manufacturers in the decades ahead.

Through Government Air-

craft Factories (GAF). Australia has a small but thriving aerospace industry, the main product of which is the Nomad, a 17-seater, twin turboprop airliner. Puma and other variants have also been produced, and a version with an extended fuselage was recently completed. The Nomad has a range of just under 1,000 miles and a cruising speed of 170 mph.

Argentina produces a range of light aircraft, but moved into the twin turboprop class with the Pucara. This was designed as a counter-insurgency machine for service with the Argentine Air Force, which has a long-term requirement for 100. Top speed is 310 mph, and its maximum range 1,500 miles. It carries two 20mm cannons and four machine guns in addition to a load of 3,000 lb of bombs, rockets or missiles.

Several of the Eastern block countries have their own aerospace industries, but whereas most of them lean heavily upon the Soviet Union for design, Romania has looked to the West. Its manufacture of British-made light aircraft under licence from the company on the Isle of Wight (now owned by the Swiss company Pilatus) continues, and it recently concluded a far-reaching deal with British Aerospace to produce BAC 3-11 airliners both for its own use and for export.

Arthur Reed

Open skies close price control

The world's airlines are experiencing a period of the 1974-75 recession. Oil prices more than doubled last year, the price of aviation fuel and other airline costs are now being boosted as inflation catches up with oil.

A world-wide recession is gnawing at airline traffic and profit margins. Added to these familiar woes is a new factor — deregulation, which has brought in its wake pressures on the world's airlines to reduce fares, often on routes which have been making losses already.

Deregulation was a result of President Carter's "open skies" policy which promised to usher in an era of free competition between the United States airlines and low fares for American travellers at home and abroad. Domestic "open skies" has meant the dismantling of price and capacity controls on the largest airline industry in the world while overseas American negotiators have endeavored to win more favourable air services agreements with other countries. Added to this thrust has been an attack on the International Air Transport Association, the body which represents 80 of the world's flag carrier airlines (those which are designated by their governments to fly international services).

IATA has frequently been attacked by consumer groups and independent airline operators, such as Sir Freddie Laker, as price-fixing cartel which conspires to keep fares higher than they need be. For this reason, the association was a natural target for a United States Administration with the avowed aim of forcing free competition on the airlines.

IATA itself has reformed its structure to cater for differences of opinion within its ranks, and has agreed to a system of pricing which allows airlines to compete on price. In an attempt to give American airlines a "level playing field" in membership is now organized on a two-tier basis. Airlines which do not want to take part in price conferences (meetings which agree international fare levels that are subsequently ratified by governments) can opt out and remain as "freewheelers".

Before that happens, the airline industry will have to cope with the more competitive pressures of a free market. This means even the success airlines in Asia, which is the fastest-growing air transport market in the world. Fares have now stopped rising at last year's breakneck pace, but fuel is still the largest single item in the airlines' costs.

This has given rise to a dilemma for many airlines. They would like to buy in bulk for every passenger carried. But the recession means that profitability is not so clear to justify investment in these types.

Low fares and recession forcing the airlines into no cut-investment and lay-off staff. For the airlines, the next two years will be a testing time. Lines are going to be more choosy about what craft they buy and they will not be as extravagant as they were last year when it ordered more than 700 machines.

More than a dozen airlines now ply routes between London and the United States and more will join them in the next four years as more

United States airlines are opened up as gateways to direct flights from Britain. The North Atlantic is a clear example of the results of unrestrained competition between the airlines. Fares have tumbled and profits have done likewise.

In the United States, the combined effects of deregulation and recession have brought total losses approaching \$500m in the first half of this year alone. Nine out of the 10 largest domestic carriers (although Delta Airlines perse continues to make profits).

Can the process be repeated in Europe? Scheduled air fares in Europe are much higher than in the United States (although European chart airlines are probably the cheapest suppliers of transport in the world). A pressure has been growing lately for changes in tightly controlled European air civil aviation system.

Sir Freddie Laker weighed in with a proposal for Skytrain services from every major city in Europe. British Caledonian has carried out a very low off-peak "mini-prices" fare proposal on European routes. A British Airways is trying to persuade the major European flag carriers to agree to the abolition of first-class seating and the provision of more low-fare seats.

All these initiatives have originated in Britain apart from Laker, none of them are the result of a centralised pricing mechanism.

Sir Freddie Laker has a law force approval of his proposals. In theory, the EC exists partly to promote free and unfettered competition between industries in the Community. The practice rather different, and transport is probably outside the scope of Community law.

At the moment, the EC has no power to force airlines to do so. The political climate which backs them up. It will be years of patient effort to convince other European governments that air transport is mature enough to allow airlines to compete like the carmakers do.

Before that happens, the airline industry will have to cope with the more competitive pressures of a free market. This means even the success airlines in Asia, which is the fastest-growing air transport market in the world. Fares have now stopped rising at last year's breakneck pace, but fuel is still the largest single item in the airlines' costs.

This has given rise to a dilemma for many airlines. They would like to buy in bulk for every passenger carried. But the recession means that profitability is not so clear to justify investment in these types.

Low fares and recession forcing the airlines into no cut-investment and lay-off staff. For the airlines, the next two years will be a testing time. Lines are going to be more choosy about what craft they buy and they will not be as extravagant as they were last year when it ordered more than 700 machines.

More than a dozen airlines now ply routes between London and the United States and more will join them in the next four years as more

United States airlines are opened up as gateways to direct flights from Britain. The North Atlantic is a clear example of the results of unrestrained competition between the airlines. Fares have tumbled and profits have done likewise.

In the United States, the combined effects of deregulation and recession have brought total losses approaching \$500m in the first half of this year alone. Nine out of the 10 largest domestic carriers (although Delta Airlines perse continues to make profits).

Can the process be repeated in Europe? Scheduled air fares in Europe are much higher than in the United States (although European chart airlines are probably the cheapest suppliers of transport in the world). A pressure has been growing lately for changes in tightly controlled European air civil aviation system.

Sir Freddie Laker weighed in with a proposal for Skytrain services from every major city in Europe. British Caledonian has carried out a very low off-peak "mini-prices" fare proposal on European routes. A British Airways is trying to persuade the major European flag carriers to agree to the abolition of first-class seating and the provision of more low-fare seats.

All these initiatives have originated in Britain apart from Laker, none of them are the result of a centralised pricing mechanism.

Sir Freddie Laker has a law force approval of his proposals. In theory, the EC exists partly to promote free and unfettered competition between industries in the Community. The practice rather different, and transport is probably outside the scope of Community law.

At the moment, the EC has no power to force airlines to do so. The political climate which backs them up. It will be years of patient effort to convince other European governments that air transport is mature enough to allow airlines to compete like the carmakers do.

Before that happens, the airline industry will have to cope with the more competitive pressures of a free market. This means even the success airlines in Asia, which is the fastest-growing air transport market in the world. Fares have now stopped rising at last year's breakneck pace, but fuel is still the largest single item in the airlines' costs.

This has given rise to a dilemma for many airlines. They would like to buy in bulk for every passenger carried. But the recession means that profitability is not so clear to justify investment in these types.

Low fares and recession forcing the airlines into no cut-investment and lay-off staff. For the airlines, the next two years will be a testing time. Lines are going to be more choosy about what craft they buy and they will not be as extravagant as they were last year when it ordered more than 700 machines.

More than a dozen airlines now ply routes between London and the United States and more will join them in the next four years as more

United States airlines are opened up as gateways to direct flights from Britain. The North Atlantic is a clear example of the results of unrestrained competition between the airlines. Fares have tumbled and profits have done likewise.

In the United States, the combined effects of deregulation and recession have brought total losses approaching \$500m in the first half of this year alone. Nine out of the 10 largest domestic carriers (although Delta Airlines perse continues to make profits).

Can the process be repeated in Europe? Scheduled air fares in Europe are much higher than in the United States (although European chart airlines are probably the cheapest suppliers of transport in the world). A pressure has been growing lately for changes in tightly controlled European air civil aviation system.

Sir Freddie Laker weighed in with a proposal for Skytrain services from every major city in Europe. British Caledonian has carried out a very low off-peak "mini-prices" fare proposal on European routes. A British Airways is trying to persuade the major European flag carriers to agree to the abolition of first-class seating and the provision of more low-fare seats.

All these initiatives have originated in Britain apart from Laker, none of them are the result of a centralised pricing mechanism.

Sir Freddie Laker has a law force approval of his proposals. In theory, the EC exists partly to promote free and unfettered competition between industries in the Community. The practice rather different, and transport is probably outside the scope of Community law.

At the moment, the EC has no power to force airlines to do so. The political climate which backs them up. It will be years of patient effort to convince other European governments that air transport is mature enough to allow airlines to compete like the carmakers do.

Before that happens, the airline industry will have to cope with the more competitive pressures of a free market. This means even the success airlines in Asia, which is the fastest-growing air transport market in the world. Fares have now stopped rising at last year's breakneck pace, but fuel is still the largest single item in the airlines' costs.

This has given rise to a dilemma for many airlines. They would like to buy in bulk for every passenger carried. But the recession means that profitability is not so clear to justify investment in these types.

Low fares and recession forcing the airlines into no cut-investment and lay-off staff. For the airlines, the next two years will be a testing time. Lines are going to be more choosy about what craft they buy and they will not be as extravagant as they were last year when it ordered more than 700 machines.

More than a dozen airlines now ply routes between London and the United States and more will join them in the next four years as more

United States airlines are opened up as gateways to direct flights from Britain. The North Atlantic is a clear example of the results of unrestrained competition between the airlines. Fares have tumbled and profits have done likewise.

In the United States, the combined effects of deregulation and recession have brought total losses approaching \$500m in the first half of this year alone. Nine out of the 10 largest domestic carriers (although Delta Airlines perse continues to make profits).

Can the process be repeated in Europe? Scheduled air fares in Europe are much higher than in the United States (although European chart airlines are probably the cheapest suppliers of transport in the world). A pressure has been growing lately for changes in tightly controlled European air civil aviation system.

Sir Freddie Laker weighed in with a proposal for Skytrain services from every major city in Europe. British Caledonian has carried out a very low off-peak "mini-prices" fare proposal on European routes. A British Airways is trying to persuade the major European flag carriers to agree to the abolition of first-class seating and the provision of more low-fare seats.

All these initiatives have originated in Britain apart from Laker, none of them are the result of a centralised pricing mechanism.

Sir Freddie Laker has a law force approval of his proposals. In theory, the EC exists partly to promote free and unfettered competition between industries in the Community. The practice rather different, and transport is probably outside the scope of Community law.

At the moment, the EC has no power to force airlines to do so. The political climate which backs them up. It will be years of patient effort to convince other European governments that air transport is mature enough to allow airlines to compete like the carmakers do.

Before that happens, the airline industry will have to cope with the more competitive pressures of a free market. This means even the success airlines in Asia, which is the fastest-growing air transport market in the world. Fares have now stopped rising at last year's breakneck pace, but fuel is still the largest single item in the airlines' costs.

This has given rise to a dilemma for many airlines. They would like to buy in bulk for every passenger carried. But the recession means that profitability is not so clear to justify investment in these types.

Low fares and recession forcing the airlines into no cut-investment and lay-off staff. For the airlines, the next two years will be a testing time. Lines are going to be more choosy about what craft they buy and they will not be as extravagant as they were last year when it ordered more than 700 machines.

More than a dozen airlines now ply routes between London and the United States and more will join them in the next four years as more

United States airlines are opened up as gateways to direct flights from Britain. The North Atlantic is a clear example of the results of unrestrained competition between the airlines. Fares have tumbled and profits have done likewise.

In the United States, the combined effects of deregulation and recession have brought total losses approaching \$500m in the first half of this year alone. Nine out of the 10 largest domestic carriers (although Delta Airlines perse continues to make profits).

Can the process be repeated in Europe? Scheduled air fares in Europe are much higher than in the United States (although European chart airlines are probably the cheapest suppliers of transport in the world). A pressure has been growing lately for changes in tightly controlled European air civil aviation system.

Sir Freddie Laker weighed in with a proposal for Skytrain services from every major city in Europe. British Caledonian has carried out a very low off-peak "mini-prices" fare proposal on European routes. A British Airways is trying to persuade the major European flag carriers to agree to the abolition of first-class seating and the provision of more low-fare seats.

All these initiatives have originated in Britain apart from Laker, none of them are the result of a centralised pricing mechanism.

Sir Freddie Laker has a law force approval of his proposals. In theory, the EC exists partly to promote free and unfettered competition between industries in the Community. The practice rather different, and transport is probably outside the scope of Community law.

At the moment, the EC has no power to force airlines to do so. The political climate which backs them up. It will be years of patient effort to convince other European governments that air transport is mature enough to allow airlines to compete like the carmakers do.

Before that happens, the airline industry will have to cope with the more competitive pressures of a free market. This means even the success airlines in Asia, which is the fastest-growing air transport market in the world. Fares have now stopped rising at last year's breakneck pace, but fuel is still the largest single item in the airlines' costs.

This has given rise to a dilemma for many airlines. They would like to buy in bulk for every passenger carried. But the recession means that profitability is not so clear to justify investment in these types.

Low fares and recession forcing the airlines into no cut-investment and lay-off staff. For the airlines, the next two years will be a testing time. Lines are going to be more choosy about what craft they buy and they will not be as extravagant as they were last year when it ordered more than 700 machines.

More than a dozen airlines now ply routes between London and the United States and more will join them in the next four years as more

United States airlines are opened up as gateways to direct flights from Britain. The North Atlantic is a clear example of the results of unrestrained competition between the airlines. Fares have tumbled and profits have done likewise.

In the United States, the combined effects of deregulation and recession have brought total losses approaching \$500m in the first half of this year alone. Nine out of the 10 largest domestic carriers (although Delta Airlines perse continues to make profits).

Can the process be repeated in Europe? Scheduled air fares in Europe are much higher than in the United States (although European chart airlines are probably the cheapest suppliers of transport in the world). A pressure has been growing lately for changes in tightly controlled European air civil aviation system.

Sir Freddie Laker weighed in with a proposal for Skytrain services from every major city in Europe. British Caledonian has carried out a very low off-peak "mini-prices" fare proposal on European routes. A British Airways is trying to persuade the major European flag carriers to agree to the abolition of first-class seating and the provision of more low-fare seats.

All these initiatives have originated in Britain apart from Laker, none of them are the result of a centralised pricing mechanism.

Sir Freddie Laker has a law force approval of his proposals. In theory, the EC exists partly to promote free and unfettered competition between industries in the Community. The practice rather different, and transport is probably outside the scope of Community law.

At the moment, the EC has no power to force airlines to do so. The political climate which backs them up. It will be years of patient effort to convince other European governments that air transport is mature enough to allow airlines to compete like the carmakers do.

Before that happens, the airline industry will have to cope with the more competitive pressures of a free market. This means even the success airlines in Asia, which is the fastest-growing air transport market in the world. Fares have now stopped rising at last year's breakneck pace, but fuel is still the largest single item in the airlines' costs.

This has given rise to a dilemma for many airlines. They would like to buy in bulk for every passenger carried. But the recession means that profitability is not so clear to justify investment in these types.

Low fares and recession forcing the airlines into no cut-investment and lay-off staff. For the airlines, the next two years will be a testing time. Lines are going to be more choosy about what craft they buy and they will not be as extravagant as they were last year when it ordered more than 700 machines.

More than a dozen airlines now ply routes between London and the United States and more will join them in the next four years as more

United States airlines are opened up as gateways to direct flights from Britain. The North Atlantic is a clear example of the results of unrestrained competition between the airlines. Fares have tumbled and profits have done likewise.

In the United States, the combined effects of deregulation and recession have brought total losses approaching \$500m in the first half of this year alone. Nine out of the 10 largest domestic carriers (although Delta Airlines perse continues to make profits).

Can the process be repeated in Europe? Scheduled air fares in Europe are much higher than in the United States (although European chart airlines are probably the cheapest suppliers of transport in the world). A pressure has been growing lately for changes in tightly controlled European air civil aviation system.

Sir Freddie Laker weighed in with a proposal for Skytrain services from every major city in Europe. British Caledonian has carried out a very low off-peak "mini-prices" fare proposal on European routes. A British Airways is trying to persuade the major European flag carriers to agree to the abolition of first-class seating and the provision of more low-fare seats.

All these initiatives have originated in Britain apart from Laker, none of them are the result of a centralised pricing mechanism.

Sir Freddie Laker has a law force approval of his proposals. In theory, the EC exists partly to promote free and unfettered competition between industries in the Community. The practice rather different, and transport is probably outside the scope of Community law.

At the moment, the EC has no power to force airlines to do so. The political climate which backs them up. It will be years of patient effort to convince other European governments that air transport is mature enough to allow airlines to compete like the carmakers do.

Before that happens, the airline industry will have to cope with the more competitive pressures of a free market. This means even the success airlines in Asia, which is the fastest-growing air transport market in the world. Fares have now stopped rising at last year's breakneck pace, but fuel is still the largest single item in the airlines' costs.

This has given rise to a dilemma for many airlines. They would like to buy in bulk for every passenger carried. But the recession means that profitability is not so clear to justify investment in these types.

Low fares and recession forcing the airlines into no cut-investment and lay-off staff. For the airlines, the next two years will be a testing time. Lines are going to be more choosy about what craft they buy and they will not be as extravagant as they were last year when it ordered more than 700 machines.

More than a dozen airlines now ply routes between London and the United States and more will join them in the next four years as more

United States airlines are opened up as gateways to direct flights from Britain. The North Atlantic is a clear example of the results of unrestrained competition between the airlines. Fares have tumbled and profits have done likewise.

In the United States, the combined effects of deregulation and recession have brought total losses approaching \$500m in the first half of this year alone. Nine out of the 10 largest domestic carriers (although Delta Airlines perse continues to make profits).

Can the process be repeated in Europe? Scheduled air fares in Europe are much higher than in the United States (although European chart airlines are probably the cheapest suppliers of transport in the world). A pressure has been growing lately for changes in tightly controlled European air civil aviation system.

Sir Freddie Laker weighed in with a proposal for Skytrain services from every major city in Europe. British Caledonian has carried out a very low off-peak "mini-prices" fare proposal on European routes. A British Airways is trying to persuade the major European flag carriers to agree to the abolition of first-class seating and the provision of more low-fare seats.

All these initiatives have originated in Britain apart from Laker, none of them are the result of a centralised pricing mechanism.

Sir Freddie Laker has a law force approval of his proposals. In theory, the EC exists partly to promote free and unfettered competition between industries in the Community. The practice rather different, and transport is probably outside the scope of Community law.

At the moment, the EC has no power to force airlines to do so. The political climate which backs them up. It will be years of patient effort to convince other European governments that air transport is mature enough to allow airlines to compete like the carmakers do.

Before that happens, the airline industry will have to cope with the more competitive pressures of a free market. This means even the success airlines in Asia, which is the fastest-growing air transport market in the world. Fares have now stopped rising at last year's breakneck pace, but fuel is still the largest single item in the airlines' costs.

This has given rise to a dilemma for many airlines. They would like to buy in bulk for every passenger carried. But the recession means that profitability is not so clear to justify investment in these types.

Low fares and recession forcing the airlines into no cut-investment and lay-off staff. For the airlines, the next two years will be a testing time. Lines are going to be more choosy about what craft they buy and they will not be as extravagant as they were last year when it ordered more than 700 machines.

More than a dozen airlines now ply routes between London and the United States and more will join them in the next four years as more

United States airlines are opened up as gateways to direct flights from Britain. The North Atlantic is a clear example of the results of unrestrained competition between the airlines. Fares have tumbled and profits have done likewise.

In the United States, the combined effects of deregulation and recession have brought total losses approaching \$500m in the first half of this year alone. Nine out of the 10 largest domestic carriers (although Delta Airlines perse continues to make profits).

Can the process be repeated in Europe? Scheduled air fares in Europe are much higher than in the United States (although European chart airlines are probably the cheapest suppliers of transport in the world). A pressure has been growing lately for changes in tightly controlled European air civil aviation system.

Sir Freddie Laker weighed in with a proposal for Skytrain services from every major city in Europe. British Caledonian has carried out a very low off-peak "mini-prices" fare proposal on European routes. A British Airways is trying to persuade the major European flag carriers to agree to the abolition of first-class seating and the provision of more low-fare seats.

All these initiatives have originated in Britain apart from Laker, none of them are the result of a centralised pricing mechanism.

Sir Freddie Laker has a law force approval of his proposals. In theory, the EC exists partly to promote free and unfettered competition between industries in the Community. The practice rather different, and transport is probably outside the scope of Community law.

At the moment, the EC has no power to force airlines to do so. The political climate which backs them up. It will be years of patient effort to convince other European governments that air transport is mature enough to allow airlines to compete like the carmakers do.

Before that happens, the airline industry will have to cope with the more competitive pressures of a free market. This means even the success airlines in Asia, which is the fastest-growing air transport market in the world. Fares have now stopped rising at last year's breakneck pace, but fuel is still the largest single item in the airlines' costs.

This has given rise to a dilemma for many airlines. They would like to buy in bulk for every passenger carried. But the recession means that profitability is not so clear to justify investment in these types.

Low fares and recession forcing the airlines into no cut-investment and lay-off staff. For the airlines, the next two years will be a testing time. Lines are going to be more choosy about what craft they buy and they will not be as extravagant as they were last year when it ordered more than 700 machines.

More than a dozen airlines now ply routes between London and the United States and more will join them in the next four years as more

United States airlines are opened up as gateways to direct flights from Britain. The North Atlantic is a clear example of the results of unrestrained competition between the airlines. Fares have tumbled and profits have done likewise.

In the United States, the combined effects of deregulation and recession have brought total losses approaching \$500m in the first half of this year alone. Nine out of the 10 largest domestic carriers (although Delta Airlines perse continues to make profits).

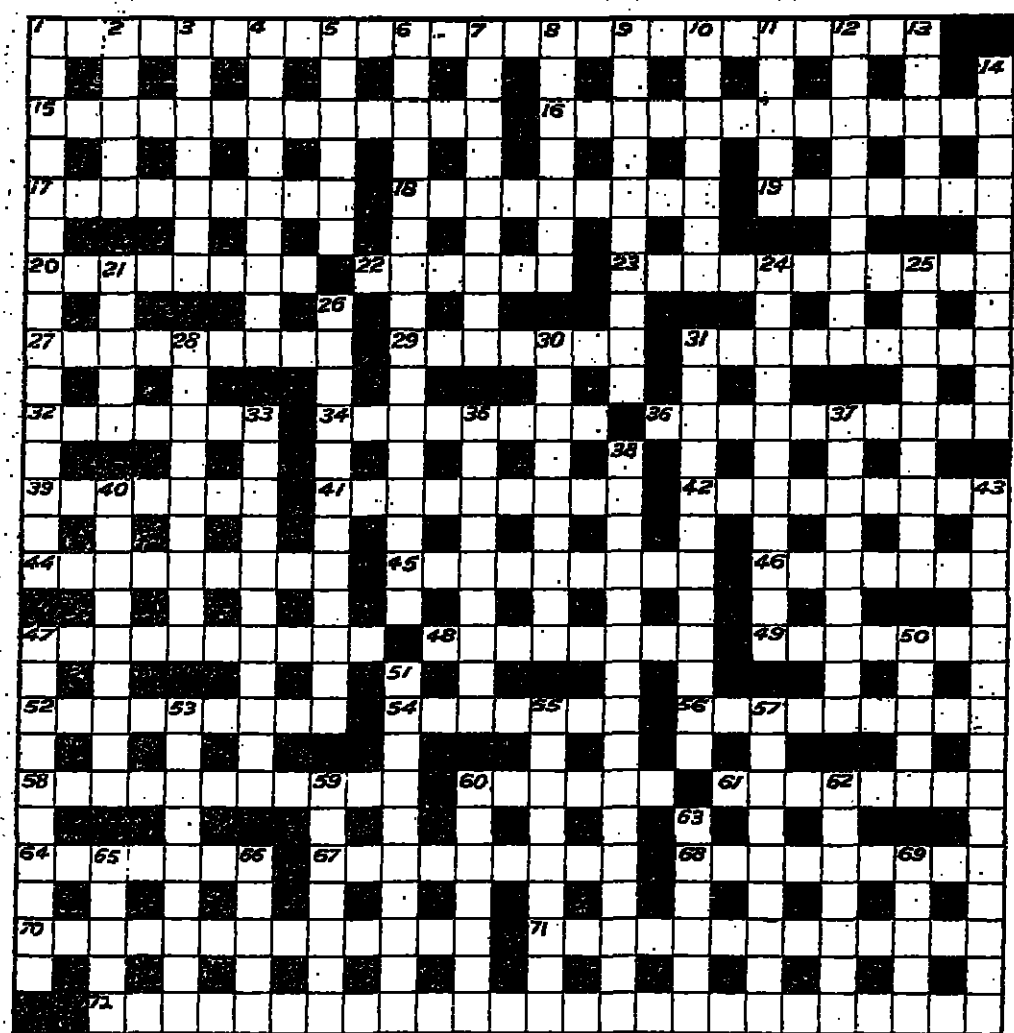
Can the process be repeated in Europe? Scheduled air fares in Europe are much higher than in the United States (although European chart airlines are probably the cheapest suppliers of transport in the world). A pressure has been growing lately for changes in tightly controlled European air civil aviation system.

Sir Freddie Laker weighed in with a proposal for Skytrain services from every major city in Europe. British Caledonian has carried out a very low off-peak "mini-prices" fare proposal on European routes. A British Airways is trying to persuade the major European flag carriers to agree to the abolition of first-class seating and the provision of more low-fare seats.

All these initiatives have originated in Britain apart from Laker, none of them are the result of a centralised pricing mechanism.

The Times Jumbo Crossword

Prizes of £12 each will be given to the first three correct solutions opened on Thursday, September 11. Entries should be addressed to The Times Jumbo Crossword Competition, 12 Coley Street, London WC9 9YT. The winner and solution will be announced on Saturday, September 13.



Name

Address

ACROSS

- 1 Why a prophet enjoys no honour at home (11, 5, 8)
- 15 Get insufficient latex from rubber trees? That's Thomas's work (5, 4, 4)
- 16 Charles the Hammer to put in inferior fortification (8, 5)
- 17 Back in one state a blend of tea is slashed (9)
- 18 Seedless vegetable? But first to last, how musical! (8)
- 19 Make longer sentence (7)
- 20 Right one might appear directly magical (8)
- 22 The direction, naturally, of this (9)
- 23 Musicians with act going round army units out east (11)
- 27 Returning volume "The Scottish Isle" (10)
- 29 Hardy has period picture part (a bit square) (7)
- 31 Plaster-supplying baby-farmer (9)
- 32 Gripping yarn of those who fight so (7)
- 34 Record Green's amendment of board's capital (8)
- 35 Steel troubles? Deals effectively and shuts up (10)
- 39 Great regret about message being tapped (7)
- 41 Arranged (or is it cut?) for sightseers (9)
- 42 Afraid to embrace if one scratched (9)
- 43 Such bitter remarks from severe one imprisoned in South Sea (9)
- 45 Is old-fashioned in conversation in Russian debates (9)
- 46 How quaint one sounds in this—just like the vicar! (7)
- 47 This stone is of some water? The com-fundedly rich deny it (10)
- 48 Worse than that TV hotel with bad service? That is right (8)
- 49 Point to the lady's husband marching through Georgia (9)
- 52 Describing the iron of the pirate captain's book? (9)
- 54 Beasily and infernally spiteful, if not a patch on the one we scorned (4, 3)
- 56 A muckheap out in the country (9)
- 58 Irked replacement of one by German city is unnecessary (11)
- 60 The Prime Minister as the one of its opening number (6)
- 61 Knocking it back very quietly, Heather? (8)
- 62 What a 60 ac is doing to this his property (7)
- 64 Replace the top-ranking tennis-player, say? (9)
- 68 Make hole, we hear, back in the middle of the target—nice! (9)
- 70 Character sadly having died, ceremony by Greek abbot (13)
- 71 Had scene changed to include Sigmund showing joy in disaster (13)
- 72 Much motley wisdom (4, 1, 4, 4, 5, 2, 4)

DOWN

- 1 What only rude, lewd cads used (4, 6, 5)
- 2 A hospital student in some dictionaries (5)
- 3 He made a bit of gold on board (7)
- 4 Marx creature gets into trouble—such liveliness! (9)
- 5 Where one Jekyl (topper off) somehow dies of cold? (6)
- 6 Deluded Fairfax disguised as one of these, non-vegetarians (6, 2, 3, 5)
- 7 Eric's beginning to get the birds (9)
- 8 The brushwood chest found the hole (Browning) (3, 4)
- 9 One sitting in the gutter or (more likely) buying up the shops? (6, 4)
- 10 Pertaining to the difference between, e.g. the Old World and the New (7)
- 11 Trade rings (5)
- 12 Repair to call outward style for a process—slow (9)
- 13 ... but if engine fails, what to do, namely? (2, 3)
- 14 See new-model scythe reap in original pattern (10)
- 15 Run away when the East European turns up (5)
- 16 Science of heat—it's a 1900 development (11)
- 17 Start at home with Common Entrance beginning at top form (13)
- 18 My mother's cat songs to the monarch about Charles's head (12)
- 19 Diversity by mixture—unusual way to get rid of fat? (9)
- 20 Shaded, first of all, in the Spanish sort of college (9)
- 21 Romantic style demonstrated by a frustrated wedding-guest (6, 6)
- 22 Current affairs expert (11)
- 23 Where two legendary giants were bled victims (9)
- 24 Liqueur drinkers need a bit of money to get true version (9)
- 25 What, on board, we would not forget at Hogmanay (16)
- 26 He was as mad as a hatter (5, 4)
- 27 Method of solving an anagram (15)
- 28 A castleman one of 31 ac's babies was proud to be (10)
- 29 Muslim leader had one thousand in revolt (5)
- 31 Nutty custom of these islands? (10)
- 32 He rides before the coach with one celebrity (10)
- 33 Admitted on ordinary entrance into Diplomatic Corps (9)
- 37 Principal to catch up on the French mistress (9)
- 39 Esoteric type of fashionable drink, we hear (7)
- 40 Electric ray discharged from a tube (7)
- 42 Metal for golf flagstaff? Banking system goes into it (3, 4)
- 43 Hunted in Africa by Whittington twice, it is said (3, 3)
- 44 A sort of "MO" due that lacks finish (5)
- 45 Out of the rough, an African gold exporter (5)
- 46 "Cowardly" talent to do so? (5)

Bridge Precision play

When two pairs who have arranged to use the same features of a system at the table have reached the same contract, it is not always as easy as you may imagine to see why one pair has succeeded when the other has failed. This occurred in a Camrose Trophy match when England defeated Scotland. The partners who pressed forward to game were employing "precision" and the defence was unusually difficult.

North South game; dealer West.

West: 4♠ 5♣ 6♦ 7♥ 8♠ 9♣ 10♦ 11♥ 12♠ 13♣ 14♦ 15♥ 16♠ 17♣ 18♦ 19♥ 20♠ 21♣ 22♦ 23♥ 24♠ 25♣ 26♦ 27♥ 28♠ 29♣ 30♦ 31♥ 32♠ 33♣ 34♦ 35♥ 36♠ 37♣ 38♦ 39♥ 40♠ 41♣ 42♦ 43♥ 44♠ 45♣ 46♦ 47♥ 48♠ 49♣ 50♦ 51♥ 52♠ 53♣ 54♦ 55♥ 56♠ 57♣ 58♦ 59♥ 60♠ 61♣ 62♦ 63♥ 64♠ 65♣ 66♦ 67♥ 68♠ 69♣ 70♦ 71♥ 72♠ 73♣ 74♦ 75♥ 76♠ 77♣ 78♦ 79♥ 80♠ 81♣ 82♦ 83♥ 84♠ 85♣ 86♦ 87♥ 88♠ 89♣ 90♦ 91♥ 92♠ 93♣ 94♦ 95♥ 96♠ 97♣ 98♦ 99♥ 100♠ 101♣ 102♦ 103♥ 104♠ 105♣ 106♦ 107♥ 108♠ 109♣ 110♦ 111♥ 112♠ 113♣ 114♦ 115♥ 116♠ 117♣ 118♦ 119♥ 120♠ 121♣ 122♦ 123♥ 124♠ 125♣ 126♦ 127♥ 128♠ 129♣ 130♦ 131♥ 132♠ 133♣ 134♦ 135♥ 136♠ 137♣ 138♦ 139♥ 140♠ 141♣ 142♦ 143♥ 144♠ 145♣ 146♦ 147♥ 148♠ 149♣ 150♦ 151♥ 152♠ 153♣ 154♦ 155♥ 156♠ 157♣ 158♦ 159♥ 160♠ 161♣ 162♦ 163♥ 164♠ 165♣ 166♦ 167♥ 168♠ 169♣ 170♦ 171♥ 172♠ 173♣ 174♦ 175♥ 176♠ 177♣ 178♦ 179♥ 180♠ 181♣ 182♦ 183♥ 184♠ 185♣ 186♦ 187♥ 188♠ 189♣ 190♦ 191♥ 192♠ 193♣ 194♦ 195♥ 196♠ 197♣ 198♦ 199♥ 200♠ 201♣ 202♦ 203♥ 204♠ 205♣ 206♦ 207♥ 208♠ 209♣ 210♦ 211♥ 212♠ 213♣ 214♦ 215♥ 216♠ 217♣ 218♦ 219♥ 220♠ 221♣ 222♦ 223♥ 224♠ 225♣ 226♦ 227♥ 228♠ 229♣ 230♦ 231♥ 232♠ 233♣ 234♦ 235♥ 236♠ 237♣ 238♦ 239♥ 240♠ 241♣ 242♦ 243♥ 244♠ 245♣ 246♦ 247♥ 248♠ 249♣ 250♦ 251♥ 252♠ 253♣ 254♦ 255♥ 256♠ 257♣ 258♦ 259♥ 260♠ 261♣ 262♦ 263♥ 264♠ 265♣ 266♦ 267♥ 268♠ 269♣ 270♦ 271♥ 272♠ 273♣ 274♦ 275♥ 276♠ 277♣ 278♦ 279♥ 280♠ 281♣ 282♦ 283♥ 284♠ 285♣ 286♦ 287♥ 288♠ 289♣ 290♦ 291♥ 292♠ 293♣ 294♦ 295♥ 296♠ 297♣ 298♦ 299♥ 300♠ 301♣ 302♦ 303♥ 304♠ 305♣ 306♦ 307♥ 308♠ 309♣ 310♦ 311♥ 312♠ 313♣ 314♦ 315♥ 316♠ 317♣ 318♦ 319♥ 320♠ 321♣ 322♦ 323♥ 324♠ 325♣ 326♦ 327♥ 328♠ 329♣ 330♦ 331♥ 332♠ 333♣ 334♦ 335♥ 336♠ 337♣ 338♦ 339♥ 340♠ 341♣ 342♦ 343♥ 344♠ 345♣ 346♦ 347♥ 348♠ 349♣ 350♦ 351♥ 352♠ 353♣ 354♦ 355♥ 356♠ 357♣ 358♦ 359♥ 360♠ 361♣ 362♦ 363♥ 364♠ 365♣ 366♦ 367♥ 368♠ 369♣ 370♦ 371♥ 372♠ 373♣ 374♦ 375♥ 376♠ 377♣ 378♦ 379♥ 380♠ 381♣ 382♦ 383♥ 384♠ 385♣ 386♦ 387♥ 388♠ 389♣ 390♦ 391♥ 392♠ 393♣ 394♦ 395♥ 396♠ 397♣ 398♦ 399♥ 400♠ 401♣ 402♦ 403♥ 404♠ 405♣ 406♦ 407♥ 408♠ 409♣ 410♦ 411♥ 412♠ 413♣ 414♦ 415♥ 416♠ 417♣ 418♦ 419♥ 420♠ 421♣ 422♦ 423♥ 424♠ 425♣ 426♦ 427♥ 428♠ 429♣ 430♦ 431♥ 432♠ 433♣ 434♦ 435♥ 436♠ 437♣ 438♦ 439♥ 440♠ 441♣ 442♦ 443♥ 444♠ 445♣ 446♦ 447♥ 448♠ 449♣ 450♦ 451♥ 452♠ 453♣ 454♦ 455♥ 456♠ 457♣ 458♦ 459♥ 460♠ 461♣ 462♦ 463♥ 464♠ 465♣ 466♦ 467♥ 468♠ 469♣ 470♦ 471♥ 472♠ 473♣ 474♦ 475♥ 476♠ 477♣ 478♦ 479♥ 480♠ 481♣ 482♦ 483♥ 484♠ 485♣ 486♦ 487♥ 488♠ 489♣ 490♦ 491♥ 492♠ 493♣ 494♦ 495♥ 496♠ 497♣ 498♦ 499♥ 500♠ 501♣ 502♦ 503♥ 504♠ 505♣ 506♦ 507♥ 508♠ 509♣ 510♦ 511♥ 512♠ 513♣ 514♦ 515♥ 516♠ 517♣ 518♦ 519♥ 520♠ 521♣ 522♦ 523♥ 524♠ 525♣ 526♦ 527♥ 528♠ 529♣ 530♦ 531♥ 532♠ 533♣ 534♦ 535♥ 536♠ 537♣ 538♦ 539♥ 540♠ 541♣ 542♦ 543♥ 544♠ 545♣ 546♦ 547♥ 548♠ 549♣ 550♦ 551♥ 552♠ 553♣ 554♦ 555♥ 556♠ 557♣ 558♦ 559♥ 560♠ 561♣ 562♦ 563♥ 564♠ 565♣ 566♦ 567♥ 568♠ 569♣ 570♦ 571♥ 572♠ 573♣ 574♦ 575♥ 576♠ 577♣ 578♦ 579♥ 580♠ 581♣ 582♦ 583♥ 584♠ 585♣ 586♦ 587♥ 588♠ 589♣ 590♦ 591♥ 592♠ 593♣ 594♦ 595♥ 596♠ 597♣ 598♦ 599♥ 600♠ 601♣ 602♦ 603♥ 604♠ 605♣ 606♦ 607♥ 608♠ 609♣ 610♦ 611♥ 612♠ 613♣ 614♦ 615♥ 616♠ 617♣ 618♦ 619♥ 620♠ 621♣ 622♦ 623♥ 624♠ 625♣ 626♦ 627♥ 628♠ 629♣ 630♦ 631♥ 632♠ 633♣ 634♦ 635♥ 636♠ 637♣ 638♦ 639♥ 640♠ 641♣ 642♦ 643♥ 644♠ 645♣ 646♦ 647♥ 648♠ 649♣ 650♦ 651♥ 652♠ 653♣ 654♦ 655♥ 656♠ 657♣ 658♦ 659♥ 660♠ 661♣ 662♦ 663♥ 664♠ 665♣ 666♦ 667♥ 668♠ 669♣ 670♦ 671♥ 672♠ 673♣ 674♦ 675♥ 676♠ 677♣ 678♦ 679♥ 680♠ 681♣ 682♦ 683♥ 684♠ 685♣ 686♦ 687♥ 688♠ 689♣ 690♦ 691♥ 692♠ 693♣ 694♦ 695♥ 696♠ 697♣ 698♦ 699♥ 700♠ 701♣ 702♦ 703♥ 704♠ 705♣ 706♦ 707♥ 708♠ 709♣ 710♦ 711♥ 712♠ 713♣ 714♦ 715♥ 716♠ 717♣ 718♦ 719♥ 720♠ 721♣ 722♦ 723♥ 724♠ 725♣ 726♦ 727♥ 728♠ 729♣ 730♦ 731♥ 732♠ 733♣ 734♦ 735♥ 736♠ 737♣ 738♦ 739♥ 740♠ 741♣ 742♦ 743♥ 744♠ 745♣ 746♦ 747♥ 748♠ 749♣ 750♦ 751♥ 752♠ 753♣ 754♦ 755♥ 756♠ 757♣ 758♦ 759♥ 760♠ 761♣ 762♦ 763♥ 764♠ 765♣ 766♦ 767♥ 768♠ 769♣ 770♦ 771♥ 772♠ 773♣ 774♦ 775♥ 776♠ 777♣ 778♦ 779♥ 780♠ 781♣ 782♦ 783♥ 784♠ 785♣ 786♦ 787♥ 788♠ 789♣ 790♦ 791♥ 792♠ 793♣ 794♦ 795♥ 796♠ 797♣ 798♦ 799♥ 800♠ 801♣ 802♦ 803♥ 804♠ 805♣ 806♦ 807♥ 808♠ 809♣ 810♦ 811♥ 812♠ 813♣ 814♦ 815♥ 816♠ 817♣ 818♦ 819♥ 820♠ 821♣ 822♦ 823♥ 824♠ 825♣ 826♦ 827♥ 828♠ 829♣ 830♦ 831♥ 832♠ 833♣ 834♦ 835♥ 836♠ 837♣ 838♦ 839♥ 840♠ 841♣ 842♦ 843♥ 844♠ 845♣ 846♦ 847♥ 848♠ 849♣ 850♦ 851♥ 852♠ 853♣ 854♦ 855♥ 856♠ 857♣ 858♦ 859♥ 860♠ 861♣ 862♦ 863♥ 864♠ 865♣ 866♦ 867♥ 868♠ 869♣ 870♦ 871♥ 872♠ 873♣ 874♦ 875♥ 876♠ 877♣ 878♦ 879♥ 880♠ 881♣ 882♦ 883♥ 884♠ 885♣ 886♦ 887♥ 888♠ 889♣ 890♦ 891♥ 892♠ 893♣ 894♦ 895♥ 896♠ 897♣ 898♦ 899♥ 900♠ 901♣ 902♦ 903♥ 904♠ 905♣ 906♦ 907♥ 908♠ 909♣ 910♦ 911♥ 912♠ 913♣ 914♦ 915♥ 916♠ 917♣ 918♦ 919♥ 920♠ 921♣ 922♦ 923♥ 924♠ 925♣ 926♦ 927♥ 928♠ 929♣ 930♦ 931♥ 932♠ 933♣ 934♦ 935♥ 936♠ 937♣ 938♦ 939♥ 940♠ 941♣ 942♦ 943♥ 944♠ 945♣ 946♦ 947♥ 948♠ 949♣ 950♦ 951♥ 952♠ 953♣ 954♦ 955♥ 956♠ 957♣ 958♦ 959♥ 960♠ 961♣ 962♦ 963♥ 964♠ 965♣ 966♦ 967♥ 968♠ 969♣ 970♦ 971♥ 972♠ 973♣ 974♦ 975♥ 976♠ 977♣ 978♦ 979♥ 980♠ 981♣ 982♦ 983♥ 984♠ 985♣ 986♦ 987♥ 988♠ 989♣ 990♦ 991♥ 992♠ 993♣ 994♦ 995♥ 996♠ 997♣ 998♦ 999♥ 1000♠ 1001♣ 1002♦ 1003♥ 1004♠ 1005♣ 1006♦ 1007♥ 1008♠ 1009♣ 1010♦ 1011♥ 1012♠ 1013♣ 1014♦ 1015♥ 1016♠ 1017♣ 1018♦ 1019♥ 1020♠ 1021♣ 1022♦ 1023♥ 1024♠ 1025♣ 1026♦ 1027♥ 1028♠ 1029♣ 1030♦ 1031♥ 1032♠ 1033♣ 1034♦ 1035♥ 1036♠ 1037♣ 1038♦ 1039♥ 1040♠ 1041♣ 1042♦ 1043♥ 1044♠ 1045♣ 1046♦ 1047♥ 1048♠ 1049♣ 1050♦ 1051♥ 1052♠ 1053♣ 1054♦ 1055♥ 1056♠ 1057♣ 1058♦ 1059♥ 1060♠ 1061♣ 1062♦ 1063♥ 1064♠ 1065♣ 1066♦ 1067♥ 1068♠ 1069♣ 1070♦ 1071♥ 1072♠ 1073♣ 1074♦ 1075♥ 1076♠ 1077♣ 1078♦ 1079♥ 1080♠ 1081♣ 1082♦ 1083♥ 1084♠ 1085♣ 1086♦ 1087♥ 1088♠ 1089♣ 1090♦ 1091♥ 1092♠ 1093♣ 1094♦ 1095♥ 1096♠ 1097♣ 1098♦ 1099♥ 1100♠ 1101♣ 1102♦ 1103♥ 1104♠ 1105♣ 1106♦ 1107♥ 1108♠ 1109♣ 1110♦ 1111♥ 1112♠ 1113♣ 1114♦ 1115♥ 1116♠ 1117♣ 1118♦ 1119♥ 1120♠ 1121♣ 1122♦ 1123♥ 1124♠ 1125♣ 1126♦ 1127♥ 1128♠ 1129♣ 1130♦ 1131♥ 1132♠ 1133♣ 1134♦ 1135♥ 1136♠ 1137♣ 1138♦ 1139♥ 1140♠ 1141♣ 1142♦ 1143♥ 1144♠ 1145♣ 1146♦ 1147♥ 1148♠ 1149♣ 1150♦ 1151♥ 1152♠ 1153♣ 1154♦ 1155♥ 1156♠ 1157♣ 1158♦ 1159♥ 1160♠ 1161♣ 1162♦ 1163♥ 1164♠ 1165♣ 1166♦ 1167♥ 1168♠ 1169♣ 1170♦ 1171♥ 1172♠ 1173♣ 1174♦ 1175♥ 1176♠ 1177♣ 1178♦ 1179♥ 1180♠ 1181♣ 1182♦ 1183♥ 1184♠ 1185♣ 1186♦ 1187♥ 1188♠ 1189♣ 1190♦ 1191♥ 1192♠ 1193♣ 1194♦ 1195♥ 1196♠ 1197♣ 1198♦ 1199♥ 1200♠ 1201♣ 1202♦ 1203♥ 1204♠ 1205♣ 1206♦ 1207♥ 1208♠ 1209♣ 1210♦ 1211♥ 1212♠ 1213♣ 1214♦ 1215♥ 1216♠ 1217♣ 1218♦ 1219♥ 1220♠ 1221♣ 1222♦ 1223♥ 1224♠ 1225♣ 1226♦ 1227♥ 1228♠ 1229♣ 1230♦ 1231♥ 1232♠ 1233♣ 1234♦ 1235♥ 1236♠ 1237♣ 1238♦ 1239♥ 1240♠ 1241♣ 1242♦ 1243♥ 1244♠ 1245♣ 1246♦ 1247♥ 1248♠ 1249♣ 1250♦ 1251♥ 1252♠ 1253♣ 1254♦ 1255♥ 1256♠ 1257♣ 1258♦ 1259♥ 1260♠ 1261♣ 1262♦ 1263♥ 1264♠ 1265♣ 1266♦ 1267♥ 1268♠ 1269♣ 1270♦ 1271♥ 1272♠ 1273♣ 1274♦ 1275♥ 1276♠ 1277♣ 1278♦ 1279♥ 1280♠ 1281♣ 1282♦ 1283♥ 1284♠ 1285♣ 1286♦ 1287♥ 1288♠ 1289♣ 1290♦ 1291♥ 1292♠ 1293♣ 1294♦ 1295♥ 1296♠ 1297♣ 1298♦ 1299♥ 1300♠ 1301♣ 1302♦ 1303♥ 1304♠ 1305♣ 1306♦ 1307♥ 1308♠ 1309♣ 1310♦ 1311♥ 1312♠ 1313♣ 1314♦ 1315♥ 1316♠ 1317♣ 1318♦ 1319♥ 1320♠ 1321♣ 1322♦ 1323♥ 1324♠ 1325♣ 1326♦ 1327♥ 1328♠ 1329♣ 1330♦ 1331♥ 1332♠ 1333♣ 1334♦ 1335♥ 1336♠ 1337♣ 1338♦ 1339♥ 1340♠ 1341♣ 1342♦ 1343♥ 1344♠ 1345♣ 1346♦ 1347♥ 1348♠ 1349♣ 1350♦ 1351♥ 1352♠ 1353♣ 1354♦ 1355♥ 1356♠ 1357♣ 1358♦ 1359♥ 1360♠ 1361♣ 1362♦ 1363♥ 1364♠ 1365♣ 1366♦ 1367♥ 1368♠ 1369♣ 1370♦ 1371♥ 1372♠ 1373♣ 1374♦ 1375♥ 1376♠ 1377♣ 1378♦ 1379♥ 1380♠ 1381♣ 1382♦ 1383♥ 1384♠ 1385♣ 1386♦ 1387♥ 1388♠ 1389♣ 1390♦ 1391♥ 1392♠ 1393♣ 1394♦ 1395♥ 1396♠ 1397♣ 1398♦ 1399♥ 1400♠ 1401♣ 1402♦ 1403♥ 1404♠ 1405♣ 1406♦ 1407♥ 1408♠ 1409♣ 1410♦ 1411♥ 1412♠ 1413♣ 1414♦ 1415♥ 1416♠ 1417♣ 1418♦ 1419♥ 1420♠ 1421♣ 1422♦ 1423♥ 1424♠ 1425♣ 1426♦ 1427♥ 1428♠ 1429♣ 1430♦ 1431♥ 1432♠ 1433♣ 1434♦ 1435♥ 1436♠ 1437♣ 1438♦ 1439♥ 1440♠ 1441♣ 1442♦ 1443♥ 1444♠ 1445♣ 1446♦ 1447♥ 1448♠ 1449♣ 1450♦ 1451♥ 1452♠ 1453♣ 1454♦ 1455♥ 1456♠ 1457♣ 1458♦ 1459♥ 1460♠ 1461♣ 1462♦ 1463♥ 1464♠ 1465♣ 1466♦ 1467♥ 1468♠ 1469♣ 1470♦ 1471♥ 1472♠ 1473♣ 1474♦ 1475♥ 1476♠ 1477♣ 1478♦ 1479♥ 1480♠ 1481♣ 1482♦ 1483♥ 1484♠ 1485♣ 1486♦ 1487♥ 1488♠ 1489♣ 1490♦ 1491♥ 1492♠ 1493♣ 1494♦ 1495♥ 1496♠ 1497♣ 1498♦ 1499♥ 1500♠ 1501♣ 1502♦ 1503♥ 1504♠ 1505♣ 1506♦ 1507♥ 1508♠ 1509♣ 1510♦ 1511♥ 1512♠ 1513♣ 1514♦ 1515♥ 1516♠ 1517♣ 1518♦ 1519♥ 1520♠ 1521♣ 1522♦ 1523♥ 1524♠ 1525♣ 1526♦ 1527♥ 1528♠ 1529♣ 1530♦ 1531♥ 1532♠ 1533♣ 1534♦ 1535♥ 1536♠ 1537♣ 1538♦ 1539♥ 1540♠ 1541♣ 1542♦ 1543♥ 1544♠ 1545♣ 1546♦ 1547♥ 1548♠ 1549♣ 1550♦ 1551♥ 1552♠ 1553♣ 1554♦ 1555♥ 1556♠ 1557♣ 1558♦ 1559♥ 1560♠ 1561♣ 1562♦ 1563♥ 1564♠ 1565♣ 1566♦ 1567♥ 1568♠ 1569♣ 1570♦ 1571♥ 1572♠ 1573♣ 1574♦ 1575♥ 1576♠ 1577♣ 1578♦ 1579♥ 1580♠ 1581♣ 1582♦ 1583♥ 1584♠ 1585♣ 1586♦ 1587♥ 1588♠ 1589♣ 1590♦ 1591♥ 1592♠ 1593♣ 1594♦ 1595♥ 1596♠ 1597♣ 1598♦ 1599♥ 1600♠ 1601♣ 1602♦ 1603♥ 1604♠ 1605♣ 1606♦ 1607♥ 1608♠ 1609♣ 1610♦ 1611♥ 1612♠ 1613♣ 1614♦ 1615♥ 1616♠ 1617♣ 1618♦ 1619♥ 1620♠ 1621♣ 1622♦ 1623♥ 1624♠ 1625♣ 1626♦ 1627♥ 1628♠ 1629♣ 1630♦ 1631♥ 1632♠ 1633♣ 1634♦ 1635♥ 1636♠ 1637♣ 1638♦ 1639♥ 1640♠ 1641♣ 1642♦ 1643♥ 1644♠ 1645♣ 1646♦ 1647♥ 1648♠ 1649♣ 1650♦ 1651♥ 1652♠ 1653♣ 1654♦ 1655♥ 1656♠ 1657♣ 1658♦ 1659♥ 1660♠ 1661♣ 1662♦ 1663♥ 1664♠ 1665♣ 1666♦ 1667♥ 1668♠ 1669♣ 1670♦ 1671♥ 1672♠ 1673♣ 1674♦ 1675♥ 1676♠ 1677♣ 1678♦ 1679♥ 1680♠ 1681♣ 1682♦ 1683♥ 1684♠ 1685♣ 1686♦ 1687♥ 1688♠ 1689♣ 1690♦ 1691♥ 1692♠ 1693♣ 1694♦ 1695♥ 1696♠ 1697♣ 1698♦ 1699♥ 1700♠ 1701♣ 1702♦ 1703♥ 1704♠ 1705♣ 1706♦ 1707♥ 1708♠ 1709♣ 1710♦ 1711♥ 1712♠ 1713♣ 1714♦ 1715♥ 1716♠ 1717♣ 1718♦ 1719♥ 1720♠ 1721♣ 1722♦ 1723♥ 1724♠ 1725♣ 1726♦ 1727♥

Lord Chalfont

In the dangerous 1980s, Britain and France must bury the hatchet

A senior French politician, asked about the growing intimacy of relations between France and Germany, observed that it was much easier to communicate with the Germans than with the English

To be an Englishman in France is, nowadays, the general tone of which can be judged from one passage in which the question "What are the French doing in Uganda anyway?" received the simple answer "saving the lives of a few Ugandans whom the English would allow to starve".

Another article in the same newspaper, written as a light piece about all places, the bar in the Connaught Hotel, was used as a vehicle for some of the more familiar and bitter jokes against the country which cannot come to terms with the fact that it has lost an Empire. At a reception in western France, after a concert by the European Community Youth Orchestra, a senior French politician, asked about the growing intimacy of relations between France and Germany, observed that it was much easier to communicate with the Germans than with the English.

These are the outward and visible signs of the recent decline in Anglo-French relations to a level as low as they ever reached when General de Gaulle was frustrating our attempts to join the EEC in the 1960s. Yet it is arguable that we are entering a period in which cooperation and understanding between the great powers of Western Europe have never been more important.

It has, of course, become commonplace to regard the 1980s as especially dangerous decade. It is a judgement which derives in large part from the predictions of strategic analysts, who calculate that for a brief but significant period in the second half of the 1980s, the Soviet Union will have achieved a clear superiority over the United States in nuclear weapons, creating a dangerous gap which could not be closed even if the American President were

to embark tomorrow upon a massive programme of rearmament. It is, however, not necessary to accept this alarming proposition and its more apocalyptic implications to be persuaded that the next 10 years will indeed be years of turbulence, uncertainty and possibly even of war. There is much more to the challenge of the 1980s than the crude threat of Soviet imperialism. The pattern of world politics is itself undergoing a fundamental transformation. Many of the familiar landmarks by which we have become accustomed to order human affairs are disappearing.

Living in constant peril

The upheaval in Iran has introduced into the international community a regime of fanatics and obscurantists for whom the civilized conduct of international relations has no meaning. In dealing with them neither the traditional practices of diplomacy nor the threat of overwhelming military power is likely to be effective. Their clients are encouraged to act almost with impunity as destabilizing influences wherever, in the free world, it seems expedient or attractive to them to do so; and any citizen of the free world who is rash enough to remain in Iran lives

in constant peril of being thrown into prison, usually on some vague charge of espionage, at the whim of those who are, in theory at least, in charge of that country's affairs. It is a measure of the new and intemperate climate of international power and behaviour that a motley collection of Marxists and religious fanatics in a backward Middle Eastern country can hold prisoner for nearly a year 50 citizens, many of them accredited diplomats, of the most powerful nation in the world. In passing it is not entirely irrelevant to note that when the rulers of Saudi Arabia, without reason, took umbrage at a television programme and interrupted diplomatic relations with Britain, it was the British Government which found it expedient to eat large helpings of humble pie in order to bring matters back to normal.

Meanwhile, at a much different level, the received wisdom about détente and the East-West relationship is being radically undermined by events in Poland. No one who remembers 1953 in Berlin, 1956 in Hungary or 1968 in Czechoslovakia doubts the determination of the Soviet Union to guard against any disposition towards dissidence on the part of the Warsaw Pact allies. Movements of national liberation and resistance against imperialist oppression are not encouraged so close to home, and there should be no

premature satisfaction about the modest degree of liberalization with which the Polish leadership has sought to deal with its strikers. The sombre fact is that the Soviet Union, unlike the United States, will have no inhibition about using its massive military strength if it considers its interests to be at risk or its authority to be defied. Elsewhere in the world the evidence of a changing order is too conclusive to be ignored. The countries of the Third World have served notice that they intend to take a "tough line" at the forthcoming United Nations conference on what is now fashionable to call the North-South dialogue. This will presumably include an intensification of the procedure by which the industrialized world is already held to ransom by a cartel of aid-producing nations.

New dimensions of barbarism

In China, further changes in leadership are paving the way for whatever programmes are eventually decided upon to fulfil the declared aim of bringing the People's Republic into the front rank of world powers by the end of the century. In the Middle East there is a danger

that Israel, perceiving its friends to be irresolute and unreliable, may take matters more and more into its own hands; and, finally, the practitioners of international terrorism are exploring new dimensions of barbarism.

Lord Bryce might, indeed, have been writing of the 1980s rather than the 1880s when he observed in *The American Commonwealth* that "a cloud bank was on the horizon and now no longer distant, a time of mists and shadows, wherein dangers may be concealed, whose force and magnitude we can scarcely conjecture". It will be a time for political leadership of a high order. In the long term, as Henry Kissinger has said, there can be no peace without equilibrium and no justice without restraint. Yet these are the two qualities most conspicuously absent from the emerging international scene.

Furthermore the United States is approaching an election which will install in the White House for the first four years of the 1980s either a man whose foreign policies have so far been notably devoid of balance or one whose public utterances give no great assurance of restraint. There is therefore an especially imperative need for understanding and wise leadership in western Europe. As the European Economic Community has so far been a profound disappointment to those who saw it as a catalyst of political unity, it is upon the three major powers, Britain, France and Germany, that the responsibility lies. The flourishing Franco-German entente has shown what is possible in the dangerous 1980s. France and Britain cannot afford the luxury of the mutual suspicion and mistrust which has characterized their relationship for so long.

© Times Newspapers Limited, 1980

A Congress looking for its old influence

The well-orchestrated brouhaha over the TUC's forthcoming visit to strike-troubled Poland ought not to overshadow some quite crucial developments in the trade union movement's domestic and international economic and political fronts.

The Trades Union Congress opening here today is setting an uncertain but instinctive path back towards the corporate identity as a social partner to be taken seriously by government—even if not also one, a hankering after the days when union leaders had the ear of the Cabinet is still noticeable as the "parliament of labour" gathers.

The wage comes out most strongly in a composite motion from the general workers and the steeling on incomes and the return of a Labour government, which calls on the TUC-Labour Party liaison committee to "work out proposals upon which the general election can be fought. Part and parcel of this would be an understanding on pay."

Faced with the opposition of the mighty Transport workers, this motion was not passed. But Mr. Moss, general secretary of the TGWU, was at pains yesterday to play down the impact of such a defeat.

"I don't think the consequences would be serious," he said. "We have to have a dialogue. People are waiting for us to make a move. We are not opposed to talks on measures that would improve the whole situation."

It is against this background of firm opposition to the Conservative Government's policy and a half-open door to the opposition that Mr. Callaghan, leader of the Labour Party, will address the 1,200 delegates tomorrow. His last appearance at this forum was not entirely auspicious.

After his "waiting at the church" speech two years ago, and the reversal of its apparent general election message a few hours later, the unions had no hesitation in letting their negotiators out of their incomes policy cages. What they have experienced under Mrs. Thatcher since makes them draw back from refusing all talks on pay with a prospective Labour administration.

In the meantime, the propaganda pressure of the Government's pay policy will be strengthened. Congress is to reaffirm its commitment to free collective bargaining.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

pay claim. It will be almost certainly for a "substantial" increase, rather than a specific percentage, and the unions may even fight any of salary for their long-standing ambition of two-thirds of average earnings, because that would produce an indefensibly high demand, such as the gap between average earnings in industry and pay scales at the bottom of the public service ladder.

Now could the local authorities, strapped for cash by Government limits on spending, afford a big rise for this pace-setting group of workers? Some councils, it is authoritatively reported, will simply run out of money early next year, and some will be unable to impose a supplementary rate to keep them going. This combination of cash crises in the town halls, the social unrest arising from higher unemployment created by cuts in services, and the sheer size of the unemployment benefit bill, might oblige the Cabinet to halt the run-down in public service manpower. It is thought.

It certainly seems a more likely scenario than the TUC's own economic alternative, which invites the Government to go back on its fiscal policies, to reduce the working week, reverse public spending cuts, extend

The propaganda pressure on the Government's pay policy will be strengthened. Congress is to reaffirm its commitment to free collective bargaining.

public ownership, restore the Price Commission, and so on. And this is fairly recognized in the key economic motion which looks to the next Labour government to implement such a strategy.

But the TUC's failure to protect its policies at government level is also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

Mr. Clive Jenkins wants to go further. It is often pointed out that there is no more abandoned species than an ex-union member. Those who do not work cannot afford to be unemployed. Mr. Jenkins wants to see the TUC's failure to protect its policies at government level as also prompting some profound internal heart-searching. The General and Municipal Workers are seeking a TUC-sponsored review of union finances, and the TUC is to be drawn up for the next congress.

South Africa's generals in the corridors of power

Johannesburg

One of the most outstanding features of Mr. Pieter Botha's two years in office as Prime Minister has been the growing influence of the South African military leadership in national decision-making, a development which was emphasized by the appointment last week of General Magnus Malan, head of the Defence Force, to replace Mr. Botha himself.

This can be seen in what is referred to as South Africa's "total strategy" against a "total onslaught". "Total strategy" is a politico-military philosophy, the 12-point programme outlined by Mr. Botha a year ago of which the two main cornerstones are the maintenance of a strong Defence Force and a commitment to domestic reforms; both are key elements in military thinking about South Africa's future survival.

Military strategists are also responsible for the concept of a "constellation" of Southern African states whereby South Africa plans to use its political, economic and military might to establish a grouping of moderate, anti-Marxist states in the subcontinent. Although this concept received a setback with Mr. Robert Mugabe's election victory in Zimbabwe, it is still far from being abandoned.

As part of the "constellation" idea the South African Defence Force has contingency plans to cross borders into other countries for preventive or defensive action or to assist "stable forces" in those countries.

Military men now occupy key positions both as Mr. Botha's advisers—notably General Malan and in the revamped State Security Council. This has become one of the

most influential decision-making bodies in the country and is the main forum for formulating "total strategy". Military advisers sit on the 15 inter-departmental committees covering all the main aspects of government whose recommendations are coordinated through the State Security Council. Senior officers can be found on many of the public commissions set up by the Botha administration.

The military's influence even extends to grassroots level through joint planning centres which have been set up in the country's nine "commando areas". These act as information gathering centres about potential threats to the country and their information is fed back to the State Security Council.

"The Defence Force has become a power in the land and in Mr. Botha's government in particular. Military and strategic thinking has had a substantial impact on overall policy and is playing an increasing role in key areas of national decision-making," commented Professor Andre du Toit of Stellenbosch University. He believes the military's influence in internal politics would increase as guerrilla and counter-insurgency campaigns along South Africa's borders escalate.

The growth of military influence goes back to the period when Mr. Botha was Minister of Defence in Mr. John Vorster's government. He reorganised the force, promoting men on merit rather than age or because they were Afrikaners, and turned the whole defence establishment into one of the most efficient arms of government.

General Malan is one of the officers who rose rapidly as a result of Mr. Botha's re-



General Malan, the new Minister of Defence, one of the military men in key positions in the government of Mr. Botha (right).

organization. Others who have found Mr. Botha's approach to the various Cabinet committees. But probably his most important move was to resuscitate the State Security Council, which had become practically moribund. Under Mr. Vorster this body was used to meet a couple of times a year. Now it meets regularly every fortnight and it is here that key decisions concerning the country's "total strategy" are formulated.

Mr. Botha has skillfully used the council to bypass his right-wing critics in the Cabinet such as Dr. Andries Treurnicht, the powerful conservative National Party leader in the Transvaal. If the council makes recommendations in the interests of national security it is difficult for right-wingers to oppose those recommendations. As a senior military member of the council commented: "Very few things happen in South Africa which do not have a security aspect".

The origins of Mr. Botha's concept of a "total strategy" also date back to the days before he became Prime Minister. At that time a number of senior officers realized the need for South Africa to have

an overall military strategy to confront the threat that was starting to build up beyond its borders. Once they began thinking in such terms they realized that a strategy must involve civilian as well as military considerations. As Brigadier Wolmarans, the Defence Force's Director of Strategic Studies, recently explained, the "total onslaught" against South Africa was political, economic and psychological as well as military.

What this means, according to military thinking, is that every man, woman and child, every government department and every institution must be involved in South Africa's fight for survival. Two important factors which have influenced the Defence Force's strategic thinking have also been largely accepted by Mr. Botha. The first is that while the Defence Force, the most powerful conventional force in Africa, has the capacity to resist most forms of external aggression it could not deal with internal unrest.

The noted architect George Heins and Christopher La Farje were called in to draw the plans. There were delays from the beginning, caused by problems with the stability of the base rock. The money supply was uncertain and the trustees, as true New Yorkers, kept nagging about the suitability of the design.

In 1911, they decided that Romanesque was the wrong idiom for a cathedral which, when and if finished, would be among the largest in the world. It had, they insisted, to be gothic, so Ralph Cram, who

had designed the campus of Princeton, was commissioned to convert it into a gothic structure to rival the great cathedrals of Europe.

By that time the eastern part of the building had already been completed in the original style, and it had to be incorporated into the new design. This was done without too much disharmony in the next stage of the building, which progressed slowly and was interrupted by two world wars.

The Cram plans are being used for the present phase. Mr. Hannaway and Mr. Bird, with 12 locally engaged and quite inexperienced helpers, are working on the towers which will flank the west entrance. At the present rate, unless the number of helpers is increased, Mr. Hannaway reckons the towers will be finished in 15 years. After that the transept and crossing have to be completed. Maybe a hundred years, he calculates philosophically, will see the whole job through—unless it is interrupted again by wars or other unnatural disasters.

"We don't think about time

keep the trust and faith of our different population groups?"

The second is that to gain and keep that trust, blacks, Coloureds and Indians must be given a better deal than they have at present. The Defence Force began a practical idealogy to one side some time ago and when it accepted the need to recruit non-whites into the armed forces, simply because there were not enough whites available. Similarly they believe that as many non-whites as possible must be brought "on side" to help the Government face the "total onslaught". Hence the need for domestic reforms.

The military leaders, like Mr. Botha's Government, believe these reforms should be based on the notion of multi-nationalism (in other words, recognizing the ethnic differences between the country's race groups) rather than multi-racialism. However, as the military member of the State Security Council pointed out, "all options are open to us and will be considered, even if they do ultimately involve the eradication of apartheid".

The fact that senior officers are prepared to admit such pragmatic (not to say heretical) views has created the impression that the leadership of the Defence Force is more realistic than in other government sectors. This explains why the country's white opposition, although disappointed by Mr. Botha's failure so far to implement meaningful reforms, has remained largely silent about the military's expanding role in government.

But while the feeling in liberal white circles is that the military's influence is generally beneficial at present, there is growing concern that Mr. Botha's generals are helping to establish a new government structure which would vest vast powers in the hands of the Prime Minister and a few selected Cabinet ministers and officials.

It is a more and more decisions are being taken by the Cabinet committees and the Security Council merely to be rubber-stamped by an increasingly "important" Parliament.

For example, union negotiators for a long time local authority manual workers' meet in two weeks' time to draw up their

craft

His helpers are a cross section of the community. He has blacks, a Puerto Rican, two women and a Red Indian. He has been training them all from scratch. "The mason's work is in the year's work," he said, "and one has left him. He took me into the shed to watch them chipping away at the blocks of Indiana limestone below," he pointed to Linda Post, a 30-year-old sculptor, who was working on a piece of stone with a chisel and a round wooden mallet.

"The methods don't change," he said. "That girl now is doing the same job and using the same tools as they were using when the masons were in Europe 2,000 years ago."

Miss Post joined the project

Paul Routledge
Labour Editor

Nicholas Ashford

Paul Routledge
Labour Editor

Nicholas Ashford

Paul Routledge
Labour Editor

Nicholas Ashford

Paul Routledge
Labour Editor

Nicholas Ashford

Paul Routledge
Labour Editor

Nicholas Ashford

Paul Routledge
Labour Editor

DIARY BETWEEN TEA BREAKS IN MANHATTAN

When the history of American work practices comes to be written, it will probably not record that the concept of the teabreak was introduced to New York by Mr. Christopher Hannaway, a master mason from Liverpool.

I had gone to see Mr. Hannaway at St. John's Cathedral in Upper Manhattan, which he started in 1893 and is still many, many years from completion. Just over a year ago, having finished work on Liverpool Cathedral, he was hired to continue the work on St. John's, which had, until then, not been resumed after the Second World War.

We had been speaking for barely five minutes when he suddenly rose from his chair in the dusty office adjoining the work shed. "Excuse me a minute," he said. "I'll be right back." He disappeared into the shed and blew a piercing note on the shed and blew a piercing note on the shed.

"What was that?" I asked. "End of tea break," he explained. "Tea and stone are two sub-

jects about which Mr. Hannaway has firm views and profound knowledge. He has never worked without a tea break and cannot conceive of doing a mason's job deprived of that benefit.

Thus twice a day, in the middle of the morning and the afternoon, his American staff, to whom a tea break is an entirely new concept, knock off for 10 minutes. The junior amongst them boils the water, pours it over tea bags and then into mugs.

Habits

"We've made the rules and they abide by them," declares Mr. Hannaway, who at 64 is not going to change work habits acquired over a lifetime. "Most of them have tea, but a few make their own coffee."

The difficulty of getting a decent cup of tea in New York is one of the topics Mr. Hannaway discusses feebly with his new English assistant, Mr. Alan Bird, who is 29 and worked

until a few months ago at Wells Cathedral.

Mr. Bird, being the younger mason, knew about tea bags, but Mr. Hannaway had to get used to them here. They stress the importance of having the water boil as bubbling as when you brew naked leaf tea.

Sometimes they make it here with water off the boil. Mr. Hannaway said disapprovingly. Apart from denying the proper flavour, that also leaves a deposit on the top.

"Mind you," he said, wiping the sweat from his rugged face on one of New York's stifling humid summer days, "in this weather you'd drink almost anything."

It is hot and dusty in the shed, which stands alongside the uncompleted cathedral on Morningside Heights, looking out over Harlem. But Mr. Hannaway is doing something he loves, practising his increasingly scarce craft, and has no complaints.



the trade of a stone mason had effectively died out in the United States.

There is no call for them. Modern buildings—even modern churches like the riverside church about half a mile from St. John's—are built on steel frames, their exterior

walls stuck on like thin skins. In Britain a few hundred masons are still employed keeping our medieval and later cathedrals in good repair. So it was to Britain and to Mr. Hannaway—that the trustees turned.

The cathedral has a turbulent history which is in some respects typical of this argumentative city. When it was begun the plan was to do it in the Romanesque style popular in the last part of the 19th century. The noted architects George Heins and Christopher La Farje were called in to draw the plans.

There were delays from the beginning, caused by problems with the stability of the base rock. The money supply was uncertain and the trustees, as true New Yorkers, kept nagging about the suitability of the design.

In 1911, they decided that Romanesque was the wrong idiom for a cathedral which, when and if finished, would be among the largest in the world. It had, they insisted, to be gothic, so Ralph Cram, who

had designed the campus of Princeton, was commissioned to convert it into a gothic structure to rival the great cathedrals of Europe.

By that time the eastern part of the building had already been completed in the original style, and it had to be incorporated into the new design. This was done without too much disharmony in the next stage of the building, which progressed slowly and was interrupted by two world wars.

The Cram plans are being used for the present phase. Mr. Hannaway and Mr. Bird, with 12 locally engaged and quite inexperienced helpers, are working on the towers which will flank the west entrance. At the present rate, unless the number of helpers is increased, Mr. Hannaway reckons the towers will be finished in 15 years. After that the transept and crossing have to be completed. Maybe a hundred years, he calculates philosophically, will see the whole job through—unless it is interrupted again by wars or other unnatural disasters.

"We don't think about time

here", he said. "Some people want speed; but cathedrals are not built in a hurry. Cathedrals take thousands of years to be finished. This will ever be finished."

Craft

His helpers are a cross section of the community. He has blacks, a Puerto Rican, two women and a Red Indian. He has been training them all from scratch. "The mason's work is in the year's work," he said, "and one has left him. He took me into the shed to watch them chipping away at the blocks of Indiana limestone below," he pointed to Linda Post, a 30-year-old sculptor, who was working on a piece of stone with a chisel and a round wooden mallet.

"The methods don't change," he said. "That girl now is doing the same job and using the same tools as they were using when the masons were in Europe 2,000 years ago."

when it resumed last year. She had been working two weeks on that one piece of stone, chipping out all intricate scroll design. "I hoped the work would be finished in another week."

"It's a rewarding job," she said. "It's the only job I've ever had I've not been bored at."

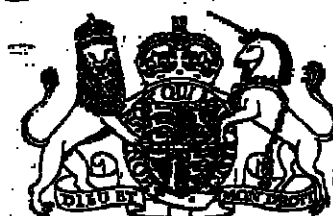
It's not just chipping away. You have to know what you're doing with the tools.

Did she, I asked, feel excited by the prospect that the stones on which she was working would one day be raised to the top of the cathedral and be gazed on by generations of New Yorkers?

I felt excited that one day I'm going to help put them up there," she replied. I went back into the office to say goodbye to Mr. Hannaway. "Would you like a cup of tea?" he inquired. Anxious to taste the brew of a connoisseur, I agreed eagerly. He walked over to the kettle. "Sorry," he said. "It's gone of the boil." I did not dare say that it did not matter.

Michael Leapman

من راحل



COURT CIRCULAR

BALMORAL CASTLE. August 31: Divine Service was held in the Parish Church this morning.

The sermon was preached by the Reverend A. S. Todd.

Mrs Margaret Wood Murray and Mr John Davidson had the honour of being received by The Queen when Her Majesty decorated them with the Royal Victorian Medal (Silver).

RUCKINGHAM PALACE. August 30: The Princess Anne, Mrs Mark Phillips this morning planted a tree to commemorate the 50th birthday of Her Majesty Queen Elizabeth, the Queen Mother at Bucklebury Common, Berkshire.

CLAREHOUSE HOUSE. August 30: The Lady Joan Ramon has succeeded Lady Ruffell as Lady-in-Waiting to the Queen Elizabeth The Queen Mother.

The Duke of Kent will visit the Royal Signals and Rater Establishment at Aldermaston, Wiltshire, on December 4.

Forthcoming marriages

Dr P. Le Feuvre and **Dr S. E. Montgomery**. The engagement is announced between Peter, son of Mrs Charles Le Feuvre, of Hinchin, Hertfordshire, and Sarah Elizabeth, daughter of the late Dr Bruce Montgomery and Mrs Pat Montgomery, of Ruckling, Kent.

Mr R. F. Sanders and **Miss B. E. Spinks**. The engagement is announced between Richard Francis, only son of the late Major R. F. Sanders, of Old School House, Rye, Sussex, and Helen Elizabeth, only daughter of Mr and Mrs J. Spinks, of 44 Lennox Gardens, London, SW1, and Brian House, Lower Lagon, Scotland.

Marriages

Captain A. P. W. Campbell and **Lady Fiona Erskine**. The marriage took place on Saturday at St Mark's Church, Ayr, between Captain Andrew Campbell, Argyll and Sutherland Highlanders, younger son of the late Professor Wilson Campbell, of Mrs Wilson Campbell, of Coquet House, Warkworth, Northumberland, and Lady Fiona Erskine, only daughter of Mr and Mrs R. Erskine, of Mar and Kellie, of Clarendon House, Alloa, Scotland. The Rev Dr Peter P. Brodie and the Archdeacon of Lindsfarne took part in the service.

The bride, who was given in marriage by her father, wore a gown of embroidered ivory silk, belonging to her great-grandmother, and a lace veil held in place by a circlet of flowers. She carried a bouquet of cream roses and lilies-of-the-valley. Coco and Miss Campbell, Mrs J. Crox, Miss Elizabeth Barrett, Miss Reid-Kay and Miss Rosalind Whitehead attended her. Captain Andrew Campbell, Argyll and Sutherland Highlanders, was best man. A guard of honour was found

Today's engagements

The Duke of Kent visits Farmborough Air Show, 10.45.

Lectures: "Masters of modern sculpture: Auguste Rodin and Edgar Degas," by Simon Willmet, Tate Gallery, 1.15; "Gold in ancient Greece," by Anne Pearson, British Museum, 1.30; "Signs of the imagination: the impressionists," by James Heard, National Gallery, 3.15.

Exhibitions: Hayward annual, Hayward Gallery, South Bank, 10 to 5; Old portraits, 10 to 5; Paintings and drawings by Leslie B. Stew, Broomfield House, Broomfield Park, 10 to 5; Pottery and sculpture, 10 to 5; Woodlands Art Gallery, Blackheath, 10 to 7.30; Waterford glass, 10 to 11; Paintings by George Large, Gaston Pierre Galey, Henry Chaffer, Fernand Lanthe, Mall Galleries, The Mall, 10 to 5; Secret Army, Royal Artillery Museum, Hendon, 10 to 5.30.

Edinburgh Military Tattoo, 8. Edinburgh music: Philomena Macrae, piano, St Lawrence Jewry, 1. organ recital by Jonathan Rennett, St Michael, 1.30; Anna Pope, flute, Rosalind Elford, clarinet, and Linda Twell, oboe and cor anglais, St Andrew-by-the-War-drobe, 1.05.

Birthdays today

Miss Barbara Dean, Sir Errol Davidson, Sir Robert Freer, Miss Daphne Carr, Sir Dennis Carr, Lord Leighton, 79; Lord Thomson of Fleet, 72.

by the Argyll and Sutherland Highlanders.

Acceptance was held at Strling Castle and the honeymoon is being spent abroad.

Mr N. G. E. Lorraine-Smith and **Miss A. C. Schicht**. The marriage took place on August 30 at St Mary Magdalen, Coventry, between Nicholas, Lord Lorraine-Smith, son of Major and Mrs Bernard Lorraine-Smith, of Hackers House, Warwick, and Anna, daughter of Mr and Mrs Schicht, of Salford, Greater Manchester.

The bride, who was given in marriage by her father, was attended by her sister, Miss Cary Prym, Mr John Heaps was best man.

A reception was held at the home of the bride and the honeymoon will be spent in Italy.

Mr J. F. McGlashan and **Miss A. E. Prym**. The marriage took place on Saturday, August 30, 1980, at Bishop Eaton, Liverpool, between Mr John Frederick McGlashan, eldest son of Mr and Mrs John McGlashan, of Rodhulst, Wrotham, Liverpool, and Miss Anna Eve Prym, elder daughter of Mr and Mrs Myron Prym, of Rodhulst, Wrotham, Liverpool. Father W. Fearon officiated.

The bride, who was given in marriage by her father, was attended by her sister, Miss Cary Prym, Mr John Heaps was best man.

A reception was held at the home of the bride and the honeymoon is being spent abroad.

Mr N. J. Webber and **Miss R. M. McCallum**. The marriage took place on Saturday, August 30, 1980, at Holy Trinity Church, High Barnet, London, between Mr Nigel Webber and Miss Heather McCallum. The Rev W. E. P. Brodie officiated.

The bride, who was given in marriage by her father, was attended by her sister, Miss Cary Prym, Mr John Heaps was best man.

A reception was held at the home of the bride and the honeymoon is being spent abroad.

Archaeology report

Jenne-jeno: Ancient African city

Dr Rudenick J. McIntosh and Susan Keck McIntosh of Rice University, Houston, Texas.

Recent excavation and a survey at the site of Jenne-jeno in the interior delta of the Niger River of West Africa has revealed a city of 11,000 people, which the Arabs claimed that the name Jenne-jeno was derived from the Arabic "Janna" (paradise) and "Jeno" (city). After months of traversing the Sahara on camel from North Africa, the team discovered the site of Jenne-jeno, which must have been a particularly welcome sight.

Jenne-jeno also had access by overland routes to the Mediterranean Sea (the former Gold Coast) and to products of the West African forest, such as kola nuts (a stimulant) and beads and slaves, which were then added to the riverine cargoes destined for Timbuktu.

Because of the strong ties between Jenne-jeno and Timbuktu throughout the latter part of the second millennium AD, it has been supposed that Jenne-jeno emerged only after Timbuktu was founded in AD 1100.

In the first excavations at Jenne-jeno, located 2km from modern Jenne, revealed an initial occupation of the site before the third century BC by a people of iron, bronze and manufacturing people. This is the earliest evidence outside of Nigeria for the manufacture of iron in West Africa, the earliest slag in the lowest levels of the site, which is a high level of a six-metre high cliff caused a street level to be raised.

The site of Jenne-jeno, which has been imported from some distance beyond the floodplain, as would the stone used in the construction of the site, and grinders used by the earliest inhabitants.

By the first century AD rice was a staple of the diet of the domesticated cattle. This is the earliest occurrence of African rice (Oryza glaberrima) known. The settlement grew rapidly during the centuries following its foundation, and it is now a city of 11,000 people, which is a half-kilometre along one side.

Science report

Marine biology: A change of climate

By the Staff of Nature

Although the idea, mooted a few years ago, of towing an iceberg to warmer climates may have been an ambitious, biologists wishing to study Antarctic marine life in their own laboratories may be dealing with similar extremes of environment. A team at the Australian Institute of Marine Sciences in Townsville, Queensland, has recently reported the precautions taken to transfer a collection of tiny Antarctic creatures to tropical Australia.

During the past few years, increasing attention has focused on the rich populations of plankton, tiny animals and plants floating and drifting in the surface waters of the Antarctic Ocean. As in any body of water, plankton provides food for the larger animals and thus a vital connection to productivity. Antarctic whales, for example, feed on the krill, a group of planktonic shrimp-like animals, which are widely considered to have potential for exploitation.

Biologists are therefore anxious to study Antarctic plankton, espe-

cially krill, but they would like to do this in the comfort and expense of doing so on board research ships in Antarctic field stations. They would prefer to do this in their own laboratories; but first the plankton must be established there in a state fit to be studied.

Dr R. Ikeda travelled from Townsville to Antarctica on a ship, visiting two Antarctic stations. He collected various planktonic animals, including krill, and transferred them to a research ship. They were kept in seawater at a temperature varying only between minus a half and plus a half degree centigrade.

Food for most of the animals consisted of planktonic plants, tiny algae, which had to be collected with an especially fine net. One species, however, smaller species of planktonic animal, which had to be provided. Stocks of food were also collected for the journey back to Australia.

After Dr Ikeda reached Melbourne the specimens were transferred by air to Townsville. For

US Catholic bishops accept celibacy exception

From Karen de Witt
Washington, Aug 31

Roman Catholic bishops in the United States have agreed to allow married Anglican priests to be ordained into the Catholic priesthood.

The decision does not affect the rule that binds Roman Catholic priests to celibacy, and is conditional on the Anglicans concerned accepting the authority of the Pope and the doctrines of the Catholic Church.

The decision was announced by the Most Rev John Quigley, Archbishop of San Francisco and president of the Bishops' Conference in the United States, who said that the bishops sought a common identity in the Roman Catholic Church, but only if they fully accepted Roman Catholic doctrine and the authority of the Pope and bishops.

"Common identity," a spokesman said, meant that the

Anglicans could become Roman Catholics while keeping some of the Anglican traditions, particularly the Eucharist and the Book of Common Prayer.

Although married Anglican priests could still serve as Roman Catholic priests, they would not be allowed to marry if widowed, and could not become bishops. A spokesman for the United States Catholic Conference in Washington said, such priests have to receive Roman Catholic ordination.

Almost a thousand people, who broke with the American Episcopal Church—part of the Anglican communion—three years ago over its decision to ordain openly gay ministers, are the Pro-Catholics, based in Los Angeles, and petitioned the Vatican to enter the Roman Catholic Church. The group includes 75 priests, many of whom are married.

Mr Robert Wonderly, the conference spokesman, said last week that there had been increasing numbers of priests from other religions entering the Roman Catholic Church and being allowed to remain married, and that Eastern Rite Catholics allowed priests to marry.

The Eastern Rite includes several communities in the Middle East, such as the Maronites of Lebanon, who acknowledge some papal authority but have different practices in worship and traditions.

The Rev John Barker, a leader of the petitioning Episcopal group, said that 63 priests had signed the petition to Rome. He said that the group would be reviewed individually by the Vatican.

Congregation for the Doctrine of the Faith.

A press officer for the Episcopal Church said that Dr John Allen, presiding bishop of the Episcopal Church, had no comment to make about the decision. Although Mr Quigley said the decision was not meant to impose Anglican-Roman Catholic ecumenical dialogue, some observers note that the decision was made in conjunction with Episcopalians and that, by requiring reordination of the Anglican priests, it failed to recognize the legitimacy of Anglican ordination.

There has been a long controversy, dating to the nineteenth century, in which the Anglo-Catholic faction of the Church of England has insisted that Anglican holy orders ought to be recognized by the Vatican as valid. New York Times News Service.

University news

£1.6m grant for new cancer research building

From Arthur Osman
Birmingham

Birmingham University has received a grant of £1.6m to construct and equip a building for its department of cancer studies. The site, which was built over a period of 18 months, is to be used for research into the causes of cancer, its prevention and its treatment.

The grant is from the Cancer Research Campaign, which has also increased the department's support by a third to £240,000 a year. The project, which will be ready in three years, is complete in its design and is now being built.

Mr Nicholas Edwards, the Secretary of State for Wales, has placed the site under preservation in principle with the local authorities that they should jointly fund the building. The site is to be used for research into the causes of cancer, its prevention and its treatment.

The preservation moves came after site visits last week as excavations began. There was growing local concern that the remains might be lost for ever. There had been more than 4,000 visitors to the site since it was opened to the public last week.

Mr Henry Owen-John, assistant director of the Glamorgan-Gwent

Roman naval site saved from housing project

From Our Correspondent
Cardiff

A recently discovered Roman site at Barry in South Wales has been saved from being built over as part of a housing development. The site, believed to be a Roman port, was found during excavations for a housing development between AD150 and 400, is to be preserved in a joint operation agreed between the Welsh Office and three local authorities.

Mr Nicholas Edwards, the Secretary of State for Wales, has placed the site under preservation in principle with the local authorities that they should jointly fund the building. The site is to be used for research into the causes of cancer, its prevention and its treatment.

The preservation moves came after site visits last week as excavations began. There was growing local concern that the remains might be lost for ever. There had been more than 4,000 visitors to the site since it was opened to the public last week.

Mr Henry Owen-John, assistant director of the Glamorgan-Gwent

Brenton play will have National Theatre premiere

A new play by Howard Brenton, *The Romans in Britain*, will receive its premiere at the National Theatre on October 16, with a cast including Michael Bryan, Yvonne Bryceland and Stephen Moore.

The play, which is set at the time of Julius Caesar's second invasion of the British Isles, in the age of King Arthur and in the time of the Roman Empire, is a comedy. It is a play about the Romans in Britain, and it is a play about the Romans in Britain.

Mr Owen-John said that the site was to be used for research into the causes of cancer, its prevention and its treatment.

Latest wills

£42,056 estate left to children's charity

Mr Frederick George Gale, of London, Surrey, left his estate, valued at £42,056 net, to the National Children's Home. Other estates include (net, before tax and charges):

Mr Robert, of Beside, Humberstone, £235,619; Mr Stephen, of Beside, Humberstone, £135,137.

25 years ago

Suburban houses £3,900

The Dutch Village, Coudon, Superior detached architect designed new houses of character, various distinctive styles, Whitehall Avenue just off Brighton Road, Coudon, and adjoining Green Belt country; close buses, and Coudon School, 10 minutes (London Bridge 20 minutes, frequent express services). Several choice plots. Centrally heated and comprising 3 bed rooms, tiled

OBITUARY

DR NICHOLAS ZERNOV

Authority on Eastern Orthodox culture

Dr Nicholas Zernov, who died on August 25, was an outstanding figure in the Russian emigration in this country. Born in Moscow in 1898, he left Russia in 1920. After theological studies in Belgrade he came to Paris where from 1925 to 1929 he was Secretary of the Russian Students' Christian Movement. In 1927 he first visited Great Britain and was associated with the founding of the Fellowship of St Alban and St Sergius.

For the rest of his life he was intimately involved in the work of this ecumenical association, which aims at furthering understanding and collaboration between Christians of East and West. From 1935-47 he was its secretary. In 1947 he became Spalding Lecturer in Eastern Orthodox Culture in the University of Oxford a position which he held until 1956. His very active years of retirement were marked by the development of the House of St Gregory and St Macrina, an Orthodox ecclesiastical centre in Oxford, which was founded in 1959 and with which the Orthodox parish there is linked. He was awarded an Oxford D.P.H. in 1952 and a D.Litt. in 1956. Zernov wrote and lectured indefatigably, notably in this country and in the United States.

BRIG A. T. CORNWALL-JONES

Self-effacing and yet formidable, he made sure that those for whom he worked, got on with the credit, but often the driving force came from him.

General Lemay trusted him implicitly, and made use of one notable occasion of his knowledge of the French language. Churchill was conferring with the French Ministers during the battle for France. It became necessary to convey a secret message to the Cabinet in London over insecure telephone lines. C.J. managed the message in London. We were very glad to have C.J. in the key position in Cairo at a time when great changes were underway, and when Churchill paid his famous visit in August 1942. C.J. was the "back-room boy" in an organization which had plenty of leading names but which required a firm and completely reliable pivot.

Although his post-war activities fell into the background, he was as successful as he had been as a soldier. For 18 years he worked in many countries helping to spread the value and being sought for in a different context. C.J. did not shrink from his responsibilities and difficulties of adapting a British institution to foreign ways of operation. In all his travels he was nobly supported by his wife Joan, no less energetic and enterprising as a general. He was a couple I was proud to have as my friends. May our dear four souls survive him.

MRS AUDREY LEVICK

A correspondent writes:

The passing of Mrs Audrey Levick just a few days short of her 50th birthday, was a loss to her many friends and relations of the remarkably active life which she led from an early age until she retired in 1967, when she was 77.

She was born on July 30, 1910, the second daughter of Sir Maynard Beeson, K.B.E., and a granddaughter of Mrs Beeson, the authority on cooking and household management. She was educated at Roedean School of which she became head girl, and was subsequently elected to the Roedean school council.

In 1912 she founded the Ladies' Lacrosse Association and, while competing as an England international player, worked as honorary secretary and chairman of the Roedean Lacrosse Association. During the 1914-18 war she served in the Red Cross, in the section devoted to message and clerical work.

On November 15, 1918, she married Surgeon Commander Murray Levick R.N. (ret.), medical officer and zoologist in the Northern Party of Scott's last Antarctic expedition, 1910-13. Their son, Rodney, survives.

For many years she sat on the Ladies' Committee of the Victoria Hospital for Children. In 1932 her husband founded the Public Schools Exploring Society with the object of teaching selected British schoolboys to fend for themselves in wild and track countries, to foster the spirit of adventure, and their outlook, carry out exploration and in the process to acquire a lasting penchant for endurance and physical fitness.

MISS ARMYN WODEHOUSE

A correspondent writes:

Armyn Wodehouse died on July 15, in her 78th year. She was born in Cyprus in March 1903 where her father was a District Commissioner with the Colonial Service. She was the great-granddaughter of the second Baron Wodehouse whose grandson was the 1st Earl of Kimberley.

Her early years in Cyprus were greatly influenced by the Greek and Turkish immigrants, whose languages and customs she learnt. She was educated at Cheltenham Ladies' College where her interests were science and sport.

Following that period, until the outbreak of war, she was variously a games mistress at the Royal Victoria College, School where she gave her services voluntarily, and a research chemist into volatile shells. She also found time to become deeply involved in the Scouting and Guiding movements, attending the World Jamboree in 1929. She was awarded a Silver Cross for Gallantry in 1928.

In 1939 she joined the ATS where she was employed as a signaller. She was later transferred to the Royal Air Force where she became a communications officer. Upon inheriting the Manor of St Florence near Tenby she took an active interest in the farming community. Her husband, Lord Wodehouse, was a keen sportsman, and she was a keen player of tennis, photography and music. In her earlier years she had been an accomplished pianist and singer.

Quality of Welsh Halfbreeds ensured

Agriculture

By a Northern Correspondent

More than 750,000 sheep have passed through official sales of the Welsh Halfbred Sheep Breeders' Association since it was formed 25 years ago. Last year 51,000 were sold by upland Welsh breeders of this sheep which is born of a Welsh Mountain ewe and sired by a Border Leicester.

The combined efforts of the breeders and the Welsh Halfbred Sheep Breeders' Association, which was formed 25 years ago, has ensured the quality of the Welsh Halfbred. The sheep is a cross between a Welsh Mountain ewe and a Border Leicester. The Welsh Halfbred is a cross between a Welsh Mountain ewe and a Border Leicester.

The night sky in September

By Our Astronomical Correspondent

Mercury is an evening star, but although its elongation will increase, it will be too low for observers in the United Kingdom.

Venus will remain a prominent morning object throughout the month, rising between 01 and 02. The illuminated area of the disk is now just over half phase and is growing. The planet is in increasing brightness and the angular size is increasing.

Mars will be lurking in the sun-glint at a magnitude of only 1.5. It will not be visible until the end of the month.

Jupiter will be in conjunction with the Sun on September 13. By the end of the month it will be rising early and will be seen in the morning twilight.

Saturn will be in conjunction with the Moon on September 23 and unobservable this month.

Uranus, still in Libra, will spend the month in the western twilight, visible for two hours or so. By the end of the month it will be rising early and will be seen in the morning twilight.

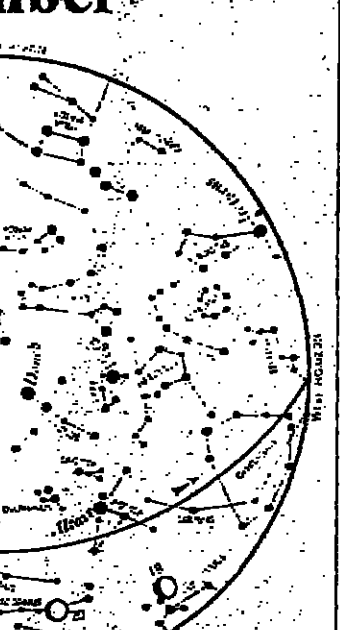
Neptune, in Ophiuchus, is east of Uranus but like the last three is unobservable.

The Moon: last quarter, 18th; new, 26th; first quarter, 17th; full, 24th.

The autumnal equinox, when the Sun will pass from north of the equator to south of it, and autumn will begin, is on September 22, but day and night will be of equal length on September 21.

The Moon, in its monthly journey around the sky, will pass over the equator of the stars, and the Moon's path does slowly change, but the bright star Aldebaran (our main star in the constellation of the Bull) is at present being occulted every month. An occultation does not necessarily occur when the Moon passes over the star, but it does occur on the night of September 28-29. The predicted disappearance for Greenwich is 00m 01s. It is predicted for September 3, at 00m 01s. It is predicted for September 3, at 00m 01s.

The variable star Algol was a subject for comment last month, the variation in brightness being due to the eclipse of the brighter component by a smaller one. It is predicted for September 3, at 00m 01s. It is predicted for September 3, at 00m 01s.



The diagram shows the brighter stars of the constellations of the zodiac and the equator. The stars are shown in their relative positions, and the constellations are labeled. The diagram is a map of the night sky in September, showing the positions of the stars and constellations.

Cricket

By John Woodcock
Cricket Correspondent

danced to a nervous thrash. After a few minutes the music and the torrential rain on Friday evening the ground dried out and during the night the temperature rose. It was then that it was fit for play. There was then, for an hour or more, further good play. The boys of the other side might not have prevented a cliff march from starting to the top, left two or three of the players on the ground and the ground slippery enough to put the fielding side at a disadvantage.

At 12.30 the ground staff were of the opinion that in all the circumstances a prompt decision should be attempted. With Australia, in a potentially strong position, Chappell was kept on the field. The referee, who was without prejudice, and, knowing a ball about on the Nursery ground, was of the same mind as Chappell; they could have taken the matter into their own hands. The referee, however, was not so sure and in their painstakingly pedantic way the umpires, who Rothman's immediate approval was asked for, were of the opinion that

There was no excuse for the members losing any more powerful, understandable, than the members

[illegible][illegible][illegible][illegible]

16, was defeated by Barbara Hallquist, who is ranked 35th place beneath her. So much for rankings!

Miss Wade won this championship as a 15-year-old in 1960, but her present form is a reminder that the 15 years old and under group ranks are top-heavy in terms of competitive confidence. She is not the player she used to be, but she is still a player. She is not so much of a bean, and clearly is enjoying what must be construed as a lap of honour over the players a generation younger.

Wade has 25, a different stature comparable with M. Ward and probably never will be. But he has been playing the more positive, tenacious, and effective tennis since he was a major in tennis court, referring to it as French, Cambridge, and Georgetown. He has beaten Hefner and Hank Pfister and has something out of him and into him. He turns out to feel like "very core and stiff rub."

Athletics

Not even seen

[illegible][illegible]

needed
nt. of
eight
put
sell
mar-
ll be
ue of
Eding
fifteen
five
with
and
n) to
neone
area
s to
uses
for
or
the
staff
sent,
r a
cent
s to
of
ocal

Somerzet, last season's champion, moved into second place in the first round, but was out-landed for two and only David Clark offered resistance with 33 points for 119. Somerset's fight was a bit of a disappointment, but he did not look out of his class. Glamorgan, who was out for 159, was out for 15 and 10 on the day that he was out for 159. Glamorgan, who was out for 159, was out for 15 and 10 on the day that he was out for 159.

at York were won in the final round by the Northamptonshire side, by two wickets against Northamptonshire, after facing a total of 151.7. Although Love (24), and Ingham (43) retrieved Yorkshire's cause, it was what the batsmen did probably fell at 94. Then 31 for Sixteenth in a vital stand of 43 for the eighth wicket, led to Yorkshire winning with 10 wickets left.

Yorkshire's leading by Middlesex in a 14-run victory over Gloucestershire. Cambridge then at Middlesex, possibly resumed the target of 175, the former England captain ran his

Test bowler announced he would not be rejoining the county next season. "Richard finds it very difficult to bowl at the highest standard he sets himself all year round," Ken Taylor, the Northamptonshire cricket manager said.

Essex beat Lancashire by 10 runs at Old Trafford, after totalling 199 for five, with Brian Harte hitting 72.

Jack Simmons, with two for 15 was Lancashire's best bowler and also proved top scorer with 54 Sunday best 65 that included 16 sixes.

about in Gateshead, but yesterday was a very high day indeed. It was with a large dose of nostalgia that Brendan Foster's first visit to the international level on his own home track.

Foster wears some kind of hush in the North East, placed there by Geordies he has met and who have taken attitudes to their hero almost as much as football. He filled the Gateshead stadium almost to capacity to witness farewell. He could not disappoint. Running in the English mile, he was followed by sponsored international Yugoslavians. Foster knew it meant he had his special day. The crowd seemed to be cheering him.

John Hilton, the England No 2 who is the European table tennis champion, took fifth place in the World Cup here today. He made, however, be a little disappointed with that, as he was going to have a record £15,000 prize money provided him with his highest pay day since turning professional at the age of 33, during the summer.

Hilton lost 18-21, 15-21 in the quarter-final round to Joseph Dvoracek of Czechoslovakia, who beat convincingly on a remarkable May day in Bernese when the likeable Lancastrian's clever use of a different rubbered bat made him the most surprising

[illegible][illegible]

cold and rain gave way to brilliant sunshine. The only thing missing was Foster in first place. Realizing that England had first two places tied up, he paced with number two man, Bob Smith and they crossed the line with six seconds in hand, in slow time of 13 mins. 35.7. That is 21.1 seconds outside Foster's own United Kingdom all-conquering time of 12 mins. 14.6. 25 seconds slower than David Bedford's United Kingdom all-conquering record, set in 1977, and 10 seconds slower than Bob Smith the victor, but it did not really make Norway's Kaure Osnes led.

Results in Great Britain

| | |
|----------------|--|
| 100' METRES: | D. VICKERS (England), 10.84 sec. A. P. POPE (Yugoslavia), 10.84. |
| 200' METRES: | D. VICKERS (England), 22.44. A. POPE (Yugoslavia), 22.44. |
| 400' METRES: | D. VICKERS (England), 50.66. S. A. BARNES (England), 51.13. |
| 800' METRES: | D. VICKERS (England), 1:46.55. S. A. BARNES (England), 1:47.34. |
| 1,600' METRES: | D. VICKERS (England), 3:36.55. S. A. BARNES (England), 3:37.34. |
| 3,200' METRES: | D. VICKERS (England), 7:14.55. S. A. BARNES (England), 7:15.07. |

for a semi-final place against the Chinese who reasserted their world dominance, Li Zhen-shi, 21-18, 21-18, 21-15, 21-15.

Hilton, according to many, has already improved since his big triumph over the Chinese in the Berkli, the Hungarian coach, he is already five points better since giving up his job as an insurance salesman, in Manchester.

But in the play Dvoracek had him over because he worked hard at unravelling the mysteries of Hilton's spin, while Hilton had one or two crucial lapses of concentration that helped his opponent to his revenge.

He lost slip a 16-14 lead in the first game when the Czech won all five points on service. The captain told him to be more aggressive which he never won back. He is, admits, a player who performs better with a coach. Here in Hong Kong he has all the better of a coach nor a fellow player to help him wrest the initiative back.

In the play-off matches he beat the Czech and the Chinese to become champion. Eric Brogan and Steven a walk-over by the Swedish Gertten Bengtsson, the former world champion who has injured a shoulder.

Later Dvoracek was soundly beaten 21-15, 22-20, 21-7 by Li and Guo beat the other Czech 21-15, 21-15, 21-15.

100

[illegible][illegible][illegible]

the Chinese still are if they really want to win, and why Gue has twice failed to win, the world's singles final remains a mystery.

FINAL: Gue Yuchia (China) beat Li Zhongli (China) 2-1.

THIRD AND FOURTH PLACES: First Li (2-0) beat Li Zhongli (1-2). (2-0) beat Li (1-2).

FIFTH AND SIXTH: J. Hilton (GB) beat Li Zhongli (1-2).

SEVENTH AND EIGHTH: T. Klamann (Austria) beat E. Boggan (Australia) 1-3.

9TH AND 10TH: N. Takahashi (Japan) beat S. Sato (Japan) 2-1.

11TH AND 12TH: Chu Man-Kun (Hong Kong) beat S. Lahti (Finland) 2-1.

13TH AND 14TH: S. Surinay (Siam) beat S. Ono (Japan) 2-1.

15TH AND 16TH: P. Dinwiddie (Australia) beat R. Farman (Democratic Republic of Congo) 2-1.

Russians miss championships

Russian table tennis teams were withdrawn from the world student championships to be held Thornaby Pavilion, Teesside from September 7-16, because they are unable to send teams.

Their absence will be a blow to the championships, as a high percentage of singles competitors especially will be severely hit. It would have included the Euro-

re
nt
at
m
re

to
the
22
C

Cornhill Insurance Centenary Test Match

Japan keep titles
Bremen, Aug. 31.—Japan retained all three team titles in world karate championships. The men's kumite contest and Budo in the men's kata discipline were won 30-1 by the Japanese. In the women's kata, Germany was second to the Japanese with points to 40.3. —Renter.

Phoenix Park for sale
Dublin's Phoenix Park race course is for sale, after rumors of its sale have been circulating for some time. The 1,000-acre track was built in 1860 by John Arrott, chairman of the board, hopes whoever buys it will keep it as a race course.

ing,
sed
ba
pe
up
la
the
ce-
urs-
be.
air
the
ce-

100

[illegible]

(Current market price multiplied by the number of shares in issue for the stock quoted)

* Ex dividend. a Ex all. b Forecast dividend. c Corrected price. d Interest payment passed. e Price at suspension. f Dividend and yield exclude a special payment. g Bid for company. h Pre-merger figures. i Forecast earnings. j Bid for capital distribution. k Ex rights. l Excorp or share split. m Tax free. n Price adjusted for late dealings. ** Not significant data.

هكذا من الاصل

How resilient
is the
UK company?
page 24

THE TIMES

BUSINESS NEWS

The shift in
Mr Carter's
economic
stance, page 25

Stock Markets

FT Ind 483.9
FT Gilts 67.72

Sterling

\$2.3965
Index 76.2

Dollar

Index 84.1

Gold

\$632.50

Money

3-month sterling 16.4-16.5
3-month Euro \$124-125
6-month Euro \$124-125

IN BRIEF

World Bank

approves
\$83,000m in
new loans

The World Bank has approved three loans totalling \$83,000m (about £35,000m) for development projects in Malaysia and Honduras. It was announced in Washington.

A \$30m loan to Malaysia will help support a \$79.4m project to develop Kuala Lumpur's Agricultural Credit Bank and a \$25m loan will help finance a \$70.2m project to promote settlement of Malaysia's poorest state.

Both loans have a term of 10 years, including four years of grace, and bear an annual interest rate of 9.25 per cent.

A \$28m loan to Honduras will help finance a highway construction project. The loan has a term of 20 years, including five years of grace, and carries a 9.25 per cent annual interest rate.

Pepper exports up

Sarawak, the world's biggest producer and exporter of pepper, has exported \$264 million worth of the spice during the first quarter of this year, an increase of 346 tons from the year earlier period.

Trade with Greece

The British Overseas Trade Board is urging United Kingdom businessmen to seize the opportunity to step up exports to Greece which joins the European Economic Community on January 1.

Cost to Iran

Iran has to pay a 5 to 10 per cent surcharge on its imported goods because of the Western economic boycott, Mr Mostafa Mousavizadeh, the chairman of the Iranian Economic Trading Corporation, told the English-language *Tehran Times*.

SDR rights for Arabs

The International Monetary Fund has announced in Washington that it has added the Arab Monetary Fund in Abu Dhabi to the bodies privileged to deal in its Special Drawing Rights.

Pakistan shipping tax

An 8 per cent tax is to be imposed on all amounts received or deemed to be received in Pakistan by non-resident shipping enterprises on account of carriage of passengers, cargo, or mail by shipping sources in Karachi.

Serbian gas find

Natural gas deposits have been discovered near the Serbian town of Aleksinac, in addition to deposits of oil shale, the Yugoslav news agency, *Tanjug* reports. Prospects are planning deeper wells in the hope of finding oil.

Tidal power station

The Soviet Union is planning to build a 10,000kW tidal power station on the shores of the White Sea, Radio Moscow reports. The station, which will be the biggest power station of any type in the world.

Fire-fighting aid

A lightweight camera to help fire fighters locate the source of a blaze quickly has been developed by the English Electric Valve Co and is to go on show for the first time at an exhibition on fire technology at Harrogate this month.

Philippine loan

The central bank of the Philippines on Saturday signed a \$100m Eurodollar loan in Hong Kong, which is a significant addition to the country's foreign reserves. The eight-year loan carries an interest rate of 4 per cent over the London interbank offered rate.

Construction and manufacturing face big falls in output, CBI says

By David Hewson

Falling profits, marginally rising unemployment, and a government forecast of a sharp rise in unemployment are factors which the Confederation of British Industry in its latest survey of United Kingdom company prospects.

According to its monthly survey, manufacturers are expecting price increases to the extent that by November the wholesale price index for manufacturers' products will be less than 14 per cent higher than a year earlier.

Other indicators suggest that the rate of consumer price inflation is likely to fall, although industrial costs are still considerably higher than a year ago.

The monthly survey, which has grown increasingly gloomy as the recession has taken hold, predicts a fall in output for the whole economy of around 4 per cent during this year and 1 per cent in 1981.

The CBI identifies the manufacturing sector as the hardest hit, with output expected to fall by 5.1 per cent this year and 3.1 per cent next.

Commercial companies' real price rate of return is likely to fall this year to below 2 per cent, its lowest recorded level, and drop further next year.

Company performance reflects the poor performance of the economy, with margins due to declines in competitiveness and weak demand, the survey says.

The fall in overall output in the first half of this year, which has intensified in recent months, will continue into the second half.

The manufacturing sector, and possibly construction, are likely to be the two broad sectors where the greatest falls in output will take place.

Company output is estimated to have fallen by nearly as much as in manufacturing during the first six months of this year, output in the distributive trades is likely to have been below last year's average level.

Exports, which were ahead of the previous year during the first quarter of 1980, there was probably a sharp fall in the second quarter.

NEDO paper draws bleak picture of UK industry

By Our Industrial Staff

Britain's economic and industrial performance is criticised by the National Economic Development Office today in a paper comparing the United Kingdom with its main competitors.

Mr Geoffrey Chandler, NEDO's director general, writes in the introduction to the survey entitled "British industrial performance". "The picture which appears from the data analysed here is sombre.

In every respect the relative achievements of the United Kingdom have been poor and remain poor.

"This survey is intended not as a source-book for despondency but as a point of departure for change."

The survey says: "The general picture is of poor performance and slow growth compared with our competitors in Western Europe. Unlike them, we have failed to begin to catch up with the United States."

"Current developments suggest that the structural weaknesses of the economy will be deepened."

From Richard Hughes, *Hong Kong*, August 29. "The competition is expected to be between Japanese and United States oil groups for offshore drilling rights in the South China Sea."

Several United States oil companies have already submitted development proposals to the Chinese government, and are providing data on oil prospects in the region under survey.

Japanese oil companies did not participate in the surveys but are paying high prices to the Chinese authorities for copies of the data.

Competing United States companies which surveyed certain areas are similarly obtaining the data provided to Peking by rival United States companies who surveyed other areas.

THE POUND

Bank buys Bank sells Bank buys Bank sells

Australia \$ 2.10 2.05 Norway Kr 11.85 11.35
Austria Sch 32.55 32.05 Portugal Esc 122.80 115.00
Belgium Fr 37.25 36.75 South Africa Rd 2.27 2.12
Canada \$ 2.80 2.75 Spain Ptas 176.50 169.00
Denmark Kr 13.60 13.05 Sweden Kr 10.20 9.84
Finland Mk 3.97 3.87 Switzerland Fr 4.85 4.73
France Fr 6.55 6.45 Taiwan \$ 2.37 2.27
Germany DM 4.48 4.42 Yugoslavia Dnr 75.25 69.25

Notes: For small denomination bank notes, rates are quoted by Barclays Bank International Ltd. Different rates apply to travellers' cheques and other foreign exchange business.

Political intrigue behind nominee buying which has put up to 30pc into Far Eastern hands

A full takeover bid for Dunlop Holdings is expected within the next month from Malaysian business interests.

Far East sources indicate that the motive for the bid for the company, which is headed by Sir Campbell Fraser, had little to do with industrial logic on the part of an expansion-minded company, but is the result of an intrigue involving top Malaysian politicians.

It is understood that Mr Ghafor Baba, a wealthy businessman and vice-chairman of the ruling United Malay National Organisation, wants to further his political career by being the first Malay to bring home ownership of a British company. Last year the Far Eastern group Sirime Darby failed in its bid for Gohrie, the London-based Far East trading group.

The recent heavy activity in Dunlop shares, which took the price to 77p on Friday and has added 50 per cent to their value in the last year, is thought to have been caused by Mr Baba's political opponents who are anxious to match the 10 per cent stake held by him and his Compieg Kewangen trust.

Dunlop knows that around 20 per cent of its shares are in the hands of Far Eastern owners. Unconfirmed reports that the figure is now nearer 30 per cent are thought to be conclusions drawn from the recent appointment of Rothschild's, the merchant bankers, to advise the principal Far Eastern holders.

Far Eastern buying of Dunlop started in February and much of the buying has been done under the anonymity of nominee holders. It is understood that Kuala Lumpur-based Lorien nominees account for 10 per cent while Singapore-based Guinace is one of a number of nominee companies who together own 4 per cent.

Late in July, after five weeks of trying to discover the real ownership of the shares, Dunlop asked the Department of Trade to appoint inspectors to investigate.

Inspectors have already been out to Malaysia and visits have been made to Laurence, Prust and James Canal, two of the inspectors who have seen brisk business in the shares. Dunlop has also been mustering other defences with the Department of Trade. It is understood that any takeover bid from the Far East would be virtually certain to attract a reference to the Monopolies Commission.

In addition to the complex connection between Dunlop and the Italian group Pirelli means that both would need to agree to a bid for either company.

Dunlop directors are to meet this week to be brought up to date with events. The agenda is unlikely to include any report from the department's inspectors, although privately it is thought they have discovered some "interesting" information.

The inspectors were appointed under section 172 of the Companies Act 1945. It is only the second time this section has been used—the first was to discover who was buying heavily into Consolidated Gold Fields recently.

Although the inspectors have little power over owners, they could freeze any change in ownership of shares, disenfranchise them and remove their entitlement to dividends.

Philip Robinson

British Shipbuilders' finance chief leaving

By Peter Hill

Mr Maurice Elderfield, board member for finance at British Shipbuilders, is leaving the corporation.

He was appointed to the key position by Mr Eric Varley, former Secretary of State for Industry, and began work in December 1977.

News of Mr Elderfield's departure comes two months after the appointment of Mr Robert Atkinson as chairman of British Shipbuilders, who is also the corporation's chief executive. Suggestions that there has been a boardroom rift between them have been refuted, however.

A spokesman said: "Mr Elderfield indicated some time ago that he would not be seeking a renewal when his present three year contract expires at the end of November."

The new chairman of British Shipbuilders is expected to present plans to ministers on the measures he proposes to take to meet the tough financial limits set by the Government after last year's loss of £110m, and the severe problems it faces in meeting the Government's much reduced loss and external financing limits for this year.

It is widely expected that Mr Atkinson, who acquired a tough reputation as chairman of Aurora Holdings, the Sheffield steel and engineering group, will implement a series of cost-cutting measures and try to make substantial economies. Further yard closures are feared by trade union leaders.

Within the industry there is a growing feeling that in future the headquarters of British Shipbuilders will be in its offices at Newcastle upon Tyne, with the London headquarters being pared back considerably.

Meanwhile, the key post of board member for finance will be filled against the background of the moves to make the corporation financially successful again, and the

Welsh Development Agency plans to build another 121 factories to provide jobs in high-unemployment areas of Wales.

The agency said the extra 232,000 square feet of factory space, created to attract new industry, would be able to support nearly 1,000 jobs. Building work on the first of the units is expected to start early next year.

The scheme provides for 72 factories in Gwynedd and 49 in the county of Dyfed. All of them are geared to the needs of small businesses and are associated with a network of services and will be under 5,000 square feet in size. For the first time some of them will be as small as 750 square feet.

The programme was originally planned for the spring of 1979, but postponed because of cash restrictions.

The Isle of Anglesey, in the

Government's insistence that every effort must be made to remain within the £120m cash limit set for this year.

Mr Elderfield will be the third senior executive to leave the corporation this year. In July, Admiral Sir Anthony Griffin, the former chairman, retired, and in May Mr Michael Casey, the former chief executive, left when his period of secondment from the civil service was not renewed. He has since returned to working in the private sector.

Mr Elderfield joined British Shipbuilders from Ferranti, after a series of senior financial appointments in the public sector including the South Eastern Gas Board, the South Eastern Water Authority and the Post Office.

During his period with the corporation he has retained the chairmanship of Throgmorton Trust. He was not available to comment on his departure.

Building contractors in drive to win more work overseas

By John Huxley

A fresh initiative is to be taken to improve the flagging export performance of Britain's building contractors.

Within the next few weeks the National Economic Development Office is expected to name the man chosen to lead a new drive to win a greater share of overseas construction work.

Among the leading contenders for the post is Sir Albert Lamb, Britain's ambassador to Norway.

Sir Albert has spent much of his diplomatic life in the Middle East, which is still regarded by the construction industry as a potentially important source of new orders.

The decision to appoint a leader for the drive was taken after a report by the Civil Engineering Economic Development Committee on overseas capital projects. It represents a further attempt to provide appropriate coordination support for British contractors in what has become a fiercely competitive market.

In a few weeks the Department of the Environment will publish figures showing the value of work carried out and won by contractors in the past financial year. They are expected to show that the decline in the overseas workload has continued.

In the 12 months to March last year the value of contracts gained was £1,299m, down by more than a quarter on the previous year. The drop of £346m came after six years of growth which had played an important role in compensating contractors for a decline in domestic orders.

Work done in 1978-79 increased by £80m to £1,667m, but for some time it has been

accepted that contractors were losing off large contracts which have since been completed. Generally, replacement work has not been forthcoming.

Nevertheless, the construction industry contributes a healthy surplus to Britain's balance of payments. In 1978-79 earnings amounted to £2,700m. Of this £345m came from contractors, £460m from consultants, and the balance from building materials manufacturers.

The lack of new orders overseas is causing particular concern to the industry because domestic workload has continued to slump. Civil engineering workload is now more than 30 per cent down on the levels of the early 1970s, and further reductions are expected.

Part of the decline overseas has been caused by the completion of large projects and the subsequent cut back in spending, especially in the Middle East. Oil-rich countries have found the number of worthwhile large projects increasingly limited.

New orders won in the Middle East, traditionally a good market for Britain, fell from £851m to £657m in 1978-79.

However, British contractors have also faced intense competition from both European and Far Eastern rivals. There have also been suggestions that by comparison with other countries Britain's efforts have been handicapped by lack of coordinated support for contractors bidding for overseas work.

It is hoped that the appointment of a leader for the construction industry's export drive will meet this criticism, and improve market intelligence available to contractors.

Plans for 121 factories to aid Welsh jobless

The Welsh Development Agency plans to build another 121 factories to provide jobs in high-unemployment areas of Wales.

The agency said the extra 232,000 square feet of factory space, created to attract new industry, would be able to support nearly 1,000 jobs. Building work on the first of the units is expected to start early next year.

The scheme provides for 72 factories in Gwynedd and 49 in the county of Dyfed. All of them are geared to the needs of small businesses and are associated with a network of services and will be under 5,000 square feet in size. For the first time some of them will be as small as 750 square feet.

The programme was originally planned for the spring of 1979, but postponed because of cash restrictions.

The Isle of Anglesey, in the

Government's insistence that every effort must be made to remain within the £120m cash limit set for this year.

Mr Elderfield will be the third senior executive to leave the corporation this year. In July, Admiral Sir Anthony Griffin, the former chairman, retired, and in May Mr Michael Casey, the former chief executive, left when his period of secondment from the civil service was not renewed. He has since returned to working in the private sector.

Mr Elderfield joined British Shipbuilders from Ferranti, after a series of senior financial appointments in the public sector including the South Eastern Gas Board, the South Eastern Water Authority and the Post Office.

During his period with the corporation he has retained the chairmanship of Throgmorton Trust. He was not available to comment on his departure.

Building contractors in drive to win more work overseas

By John Huxley

A fresh initiative is to be taken to improve the flagging export performance of Britain's building contractors.

Within the next few weeks the National Economic Development Office is expected to name the man chosen to lead a new drive to win a greater share of overseas construction work.

Among the leading contenders for the post is Sir Albert Lamb, Britain's ambassador to Norway.

Sir Albert has spent much of his diplomatic life in the Middle East, which is still regarded by the construction industry as a potentially important source of new orders.

The decision to appoint a leader for the drive was taken after a report by the Civil Engineering Economic Development Committee on overseas capital projects. It represents a further attempt to provide appropriate coordination support for British contractors in what has become a fiercely competitive market.

In a few weeks the Department of the Environment will publish figures showing the value of work carried out and won by contractors in the past financial year. They are expected to show that the decline in the overseas workload has continued.

In the 12 months to March last year the value of contracts gained was £1,299m, down by more than a quarter on the previous year. The drop of £346m came after six years of growth which had played an important role in compensating contractors for a decline in domestic orders.

Work done in 1978-79 increased by £80m to £1,667m, but for some time it has been

accepted that contractors were losing off large contracts which have since been completed. Generally, replacement work has not been forthcoming.

Nevertheless, the construction industry contributes a healthy surplus to Britain's balance of payments. In 1978-79 earnings amounted to £2,700m. Of this £345m came from contractors, £460m from consultants, and the balance from building materials manufacturers.

The lack of new orders overseas is causing particular concern to the industry because domestic workload has continued to slump. Civil engineering workload is now more than 30 per cent down on the levels of the early 1970s, and further reductions are expected.

Part of the decline overseas has been caused by the completion of large projects and the subsequent cut back in spending, especially in the Middle East. Oil-rich countries have found the number of worthwhile large projects increasingly limited.

New orders won in the Middle East, traditionally a good market for Britain, fell from £851m to £657m in 1978-79.

However, British contractors have also faced intense competition from both European and Far Eastern rivals. There have also been suggestions that by comparison with other countries Britain's efforts have been handicapped by lack of coordinated support for contractors bidding for overseas work.

It is hoped that the appointment of a leader for the construction industry's export drive will meet this criticism, and improve market intelligence available to contractors.

Plans for 121 factories to aid Welsh jobless

The Welsh Development Agency plans to build another 121 factories to provide jobs in high-unemployment areas of Wales.

The agency said the extra 232,000 square feet of factory space, created to attract new industry, would be able to support nearly 1,000 jobs. Building work on the first of the units is expected to start early next year.

The scheme provides for 72 factories in Gwynedd and 49 in the county of Dyfed. All of them are geared to the needs of small businesses and are associated with a network of services and will be under 5,000 square feet in size. For the first time some of them will be as small as 750 square feet.

The programme was originally planned for the spring of 1979, but postponed because of cash restrictions.

The Isle of Anglesey, in the



Sir Campbell Fraser: fighting overseas takeover bid for Dunlop.

NEB talks on use of robots in industry

By Our Industrial Staff

Preliminary investigations have begun into the possibility of the National Enterprise Board playing a formative role in the application of computers and robots in manufacturing and design.

Officials at the NEB, which under the new Industry Act has been given a specific task of playing a catalytic role in the promotion of high technology projects in cooperation with the private sector, stressed however that the inquiries now under way are of a very exploratory nature.

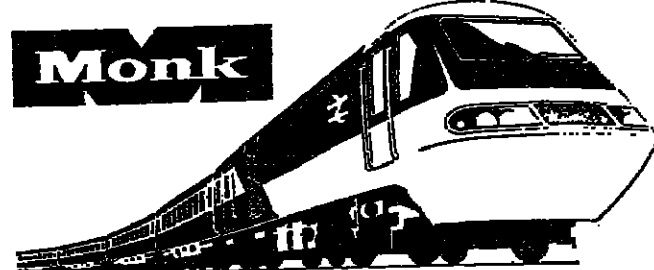
Contact has been made with two or three companies involved in this area but the NEB stressed that while it was interested in establishing what role it might play in promoting greater use of computers and robots in design and manufacturing, it had at this stage no firm ideas on possible partners or investments in mind.

The scope for much greater deployment of computer-aided design and manufacturing techniques was highlighted earlier this year in a Cabinet Office report prepared by the Advisory Council for Applied Research and Development. That report advocated that the Department of Industry should spend £1.5m over the next three years to increase industrial awareness of the possibilities, and also suggested that a new Institute for Computer-aided Engineering should be established.

Already, investment into mass production of semi-conductors through its stake in Immos, the NEB has interests in a number of other technology industries, including office automation, videodata systems and computer software packages.

Last month the board announced its first major venture since the NEB was reconstituted under the chairmanship of Sir Arthur Knight. In that venture the board took a minority stake in a company designed to exploit British research in biotechnology.

But against the background of the transfer of responsibility for supervision of Rolls-Royce from the NEB to the Industry Department and the requirement under the new Industry Act and the NEB guidelines that it divest itself of profitable sectors, the board is pressing for a fundamental change in its financial target. Discussions now taking place are focused on the best formula



Monk has construction ideas

"The main rail line on which Monk is currently engaged is scheduled for completion in 2½ years time."

Constructing the East Coast Main Line just under the Selby Coalfield takes time. Valued at just under £30 million this contract is just one of many major projects currently in hand by this national contractor.

The Annual Report reveals a £88.2 million turnover, including contracts for I.C.I., Courtaulds, Phillips, Unilever and other major clients, both in the private and the public sector.

It takes a resourceful company to construct multi-million pound projects and its diverse activities include the new Monkraile Engineering division.

Copies of the Annual Report and Accounts are available from the Company Secretary, A. Monk & Company Ltd, P.O. Box 43, Warrington, Cheshire, WA1 4JB.

Monk Civil Engineering and Building Contractors.

MANAGEMENT

How resilient is the British company?

Manufacturing industry is fast becoming a disaster area as the number of unemployed rises, sterling strengthens and interest rates stay uncomfortably high. There are several theories about what is happening.

One says that the crisis is so serious that the industries and factories that are closing down can never be replaced, and that oil is merely a short term financial asset which in the long run cannot keep Britain going or replace disappearing manufacturing capacity.

What we were witnessing, according to this theory, is what has become known as the "Dutch disease" in extreme. The analogy is taken from the Netherlands where the failure to make proper use of oil and gas proceeds has led to a strong guild and a serious weakening of industry. Britain with its rather larger and older industrial base, whose economy is less tied to its prosperous European neighbours, is in for a far worse time, according to the pessimists.

The second, and more optimistic view is that we are seeing a much needed and long delayed industrial shake-out. From the present problems industrial structures will emerge, there will be higher productivity and in the end better export potential.

A third view, only prevalent in some City circles, is that much of industry is condemned anyway. As the balance of trade must roughly balance over the long-term, the pound is likely to be kept too strong for many labour intensive businesses.

This recession should be seen in its proper perspective. It is at the same time less serious but more dangerous than the crisis of 1973-7. For the first time the

In the first of three articles on the way in which industry is coping with recession Roman Eisenstein discusses the nature of the present malaise

basic fabric of British industry is being threatened.

The crisis of the early 1970s was largely financial and while manufacturing companies faced some of the present problems, most of them weathered it quite well. In 1974 it was to property companies that went on a reckless borrowing spree and the secondary banks which had lent them the money that collapsed.

In many years ways it was a financial recession, but industry caught too because of the sudden deterioration of their balance sheets after the quadrupling of the oil price, and the drop in demand.

This time, too, there are some similarities. Profitability is under pressure, commodity prices are high and production volume, often the key to the difference between failure and success, is low. The wage and price controls of the past have now been replaced by monetary controls. The strong pound seems so far to have affected export earnings more than export volume as companies have tried to preserve market share at the expense of profit margins.

But the situation is less serious in the financial sense.

Balance sheets have not deteriorated as rapidly as people have imagined according to Phillips & Drew the stock brokers. Their findings show that net gearing as a percentage of capital employed had reached 26 per cent at the end of 1974 but was down to 17 per cent at the end of last year. Short term borrowings as a proportion of capital employed are also lower.

Most companies have had more warning of the crisis this time. Shedding labour has been one of the first responses, as the latest unemployment figures show. In past recessions labour was still in short supply and many companies were prepared to keep staff longer in the hope of improved conditions. This time round there seems to have been a more general sense of gloom about world trade and the feeling that the labour shortages we have seen over the past 30 years are a thing of the past.

Stock reductions and staff lay-offs are at best short term palliatives. Many management consultants and accountants believe that long term solutions

must lie in improved productivity, and better designs and quality.

But that poses its own problems. As the Finnieston Report said last year, Britain does not produce enough engineers and often not of the right kind.

Engineering, many industrialists complain, has become such a low status, low paid job that many potential engineers either opt for a different career or emigrate.

There is also no short term solution to better design. A new product takes on average three years to develop.

The strong pound does affect some companies but in the long term it need not be an inhibiting factor. Successful Swedish companies such as L.M. Ericsson in telecommunications or Electrolux, which operates in the heavily competitive white electrical goods market, have both done extremely well even though they operate from high wage areas, while the strong Deutschmark has not hampered the German export drive.

In the short term however a loss of export orders, especially for high technology com-

panies, can be devastating because lower production volumes have to be spread over the same overheads, and where research and development is involved savings are not easy to make.

On a broader view British companies have to cope with two major structural problems. One is that exchange controls have so inhibited foreign investment that too many companies operate from their home base high value-added businesses as well as the more labour intensive operations which can be carried out more cheaply elsewhere.

Siemens, the German electrical giant, has for example successfully managed the reverse by concentrating its high value added business at home and installing labour intensive capacity abroad.

The other main drawback is that many companies in Britain may be large but their individual divisions are too small to compete on a world scale. This may be because so many of the mergers of the 1960s were purely financial operations which were not followed through by rationalisation at the plant level.

Many of the present management problems can only be appreciated from a grass roots look. Not all industries or companies are affected in the same way. Over the next two weeks we shall take a closer look at two companies.

One, PMA Holdings, is a well known furniture group facing the full force of the crisis. The other, Magnet and Southern, is still managing to thrive. The furniture industry has seen demand fall by some 40 per cent over the past year and several firms are falling by the wayside every month.

LETTERS TO THE EDITOR

Labour costs and unemployment

From the Director, the Engineering Employers' Sheffield Association.

Sir, I cannot understand why Mr Meacher believes that comparing unit labour costs with unemployment figures is relevant for the purpose of considering whether or not we can price ourselves out of jobs.

A far more pertinent comparison is shown in the August edition of the CBI Bulletin. This reveals that over the three years to the end of 1979 output per man hour in the United Kingdom increased by just under 1 per cent; comparable figures for the United States, West Germany, Japan and France were: 7 per cent, 11 per cent, 16 per cent and 17 per cent. During the same period, pay increased by nearly 50 per cent in the United Kingdom, 45 per cent in France, 26 per cent in the United States, 19 per cent in West Germany, and 17 per cent in Japan.

In the current recession pay moderation may not by itself create more jobs, but it most certainly will help to prevent more jobs being lost and it will also increase industry's chances of being sufficiently alive and kicking to take advantage of the upturn in business when it comes.

N. C. KEMP, Director, Brookgrove, 50 Clarendon Road, Sheffield, S10 2LE.

jobs? ("The Times, August 20). Mr Michael Meacher states that the relationship between unit labour costs and unemployment levels is far from close, and he provides graphs to prove this. He would do well to study exactly what is being plotted in these graphs, as they would seem to indicate that the correlation between these two variables is disturbingly close.

In each case, the graph of unemployment shows the actual level of unemployment, but the graph of unit labour costs shows the percentage change which is in a sense, the first derivative of the actual unit labour cost graph. Thus, in all three countries described, there is a very rapid rise in unit labour costs around 1973-4 which is followed by a sharp increase in unemployment. Thereafter unit labour costs do not decrease, as stated by Mr Meacher, but merely increase less rapidly and the growth of unemployment remains high.

Mr Meacher's article provides little comfort in view of the rapid rise in unit labour costs in the United Kingdom in recent months. Yours sincerely, DAVID R. HALL, 154A Leighton Court Road, Streatham, London, SW16 2RJ, August 20.

From Mr John Archer. Sir, Mr Meacher's article "Are we really pricing ourselves out of jobs?" (August 20)

One has always suspected that the complex relationships involved in the "disinflation" are beyond the understanding of most MPs; however, there can be no hope of improvement in this situation unless they have a better knowledge of basic statistical principles. May I recommend for holiday reading an excellent book by Darrell Huff entitled "How to Lie with Statistics". Yours faithfully, JOHN ARCHER, Mill Lane, Little Baddow, Essex, August 20.

Tax 'exploitation' of young single people

From Mr J. Strutt

Sir, If Mrs Thatcher and the Conservative Government are serious about their advice to young people living in areas of high unemployment to move away from home into more prosperous areas, then it will be necessary to do something about the scandalous tax situation which at present affects single people.

Many young single people, particularly girls, have come to London to work, but have been forced to return home because their parents have left them with insufficient money on which to live. Here in London public transport fares and rents for rooms are very high—£25 per week for one room is about average.

The single have been exploited for far too long. The tax rate applied to the single assumes that all single people live at home with their families, who subsidise their living costs. This is obviously not so. There are thousands of working middle-aged "singles" who have no parents to live with. A married couple (even those who subsidise their living costs) who are both working, enjoy a tax relief of £3,520 per annum. A single person gets tax relief of only £1,375.

If it is accepted that a married couple who are both working need tax relief of £3,520, then it is obvious that the single person needs at the very least half of that figure, not £385 less than half. The Department of Social Security is well aware of the facts, but the Board of Inland Revenue do not want to know!

Until such times as something is done about this scandalous exploitation of "singles", the young single population will remain static and unable to leave home to live in expensive rooms or lodgings. As many have already discovered, if they are going to be perpetually broke, it is better to be broke at home where they have their families around them to help, than alone among strangers who are indifferent to their plight.

The Government has the choice of providing realistic tax relief for these single people who can find jobs or having them all at home on the dole, a much more costly course for the other tax payers. Yours faithfully, I. STRUTT, 88 Carston Close, Lee Green, London SE12 8DX, August 18.

Multi-lingual cabin crew

From Mr T. E. Davies

Sir, The letter of Mr Bulmer (August 20) queries what proportion of British Airways cabin staff are multi-lingual.

On flight BA 377 from Brussels to London Heathrow on March 28 this year, following a "bird strike" it was necessary for the captain to declare a full alert. Apparently, none of the cabin crew was fluent in French and it was necessary for the emergency instructions to be translated for the benefit of the French-speaking passengers, by one of their number, a lady. Fortunately we landed safely, but surely it is unwise to rely on tape recordings to convey information, since among the instructions was the fact that the aircraft should, on landing, be evacuated by the starboard doors.

Yours faithfully, T. E. DAVIES, Crown Cottage, Northcroft Road, Englefield Green, Surrey, August 20.

speaking passengers, by one of their number, a lady. Fortunately we landed safely, but surely it is unwise to rely on tape recordings to convey information, since among the instructions was the fact that the aircraft should, on landing, be evacuated by the starboard doors.

Yours faithfully, T. E. DAVIES, Crown Cottage, Northcroft Road, Englefield Green, Surrey, August 20.

Signs of 'them and us'?

From Mrs Roberta Nichols

Sir, While driving through Hartlepool docks recently I noticed two portable lavatories side by side, one labelled "Managers" and the other "Personnel". How are we ever going to achieve industrial

peace when such silly and insulting discrimination exists at such a fundamental level? Yours faithfully, ROBERTA NICHOLS, 13 Celtic Crescent, Dorchester, Dorset, August 20.

peace when such silly and insulting discrimination exists at such a fundamental level? Yours faithfully, ROBERTA NICHOLS, 13 Celtic Crescent, Dorchester, Dorset, August 20.

Protecting the newspaper industry

From Mr C. Fogg

Sir, The Bowater Mercury closure must be a perfect case study to show that the Government cannot shrug its shoulders at British industry.

Bowater has been losing £6m a year for reasons virtually totally out of its control; power and timber costs; currency rate due to North Sea oil and United Kingdom interest rates. To save Bowater £6m will probably cost Britain more than £30m. At present we can afford to buy newspaper overseas but when the oil runs out we will not be able to afford the product or justify a new investment in the industry.

Bowater is not a "lame duck" case. It has a full order book and makes a good product. Switzerland is in a similar position to the United Kingdom. It protects its newspaper industry with a 20 per cent duty rate. I am sure that Scandinavia and Canada, which have 75 per cent of our market, will be able to understand that we need to protect our 25 per cent. This must be a justifiable case for levying a temporary import duty reviewed in, say, three years.

Yours faithfully, CHRISTOPHER FOGG, Percy Fogg & Co, Greaves Way, London SW17 0NE, August 20.

Pannell Fitzpatrick & Co. Harris Kerr Forster & Company

Pannell Fitzpatrick & Co. Chartered Accountants announce that from 1 September 1980 they will be adopting the firm's international name Pannell Kerr Forster. At the same time Harris Kerr Forster & Company in the United States of America will also adopt this name as will offices in other countries.

The adoption of this name Pannell Kerr Forster reflects the expansion of the firm internationally.

PANNELL KERR FORSTER CHARTERED ACCOUNTANTS



One of the most entertaining advertisements on television at the moment consists of a variety of babies' bottoms bouncing up and down in time to a jolly piece of music.

The buyers of disposable nappies, at whom this particular commercial made by Dorland Advertising is aimed, may be forgiven for thinking that they are being wooed by an exceptionally slick American-based multinational for whom the baby market is but part of a large empire.

In fact, the advertisement for Paddi Cosiffis was made for a 141-year-old private company based in Cheshire, in which is planning to spend £2.8m, £600,000 more than its 1979 profits, on backing up a product in which it really believes. Robinson and Sons first opened business in 1839 selling

pill boxes. During the Crimean War the company expanded into surgical dressings which, with packaging, has provided it with a good deal of its work since.

It flourished on the extra business provided by two world wars and in 1949 decided to enter the previously unheard of area of disposable nappies with a product called Paddi Pads.

Since then the idea of a disposable nappy has caught on in Britain, although nothing like as much as it has abroad. While 90 per cent of mothers on the Continent use disposable nappies, in the United Kingdom only just over 15 per cent prefer them to the reusable Terry towel, according to Mr David Robinson, Robinson's managing director and great-grandson of the company's founder.

But popularity within the British market is increasing. Last year only 10 per cent of mothers preferred disposables but Robinson's estimates that the total market will be worth £27m during 1980, about £34m next year, and £41m during 1982. If every mother in the United Kingdom could be persuaded to switch to disposables, the big manufacturers, with the exception of Robinson's, all have parent companies outside the United Kingdom, would be taking advantage of a market worth a total of £160m.

The potential size of this market explains why Robinson's, although it maintains large interests in packaging and surgical dressings, sees the disposable nappy market as a lucrative one during the 1980s, and why it has been fit to earmark such a large amount

of its money to backing one new product.

Paddi Cosiffis, a disposable with elasticated legs, was designed to update Robinson's existing nappies, and is in direct competition with products made by large American and French companies.

As well as peak time television advertising, Robinson's will be taking its product to motorway service stations and neighbourhood health centres in an attempt to strengthen its position in what it sees to be an increasingly important market.

The company had a turnover of more than £38m last year with a profit of £2.2m. This highlights the faith it has in the future of the disposable nappy market by setting aside £2.8m for an advertising campaign.

The campaign has already started in many television areas David Hewson

Industry in the regions

Stockport is forced to review its prospects

In spite of its administrative designation as part of the greater Manchester area, the Cheshire town of Stockport remains a clearly defined and identifiable community; although it is one that has, in fact, much more in common with the great industrial and

commercial conurbation to its north than with the Derbyshire peaks and moorland to its east or the lush Cheshire plain to the southwest.

In recent months, and more especially in recent weeks, Stockport has become a microcosm of the economic battering that is being suffered by the whole of the northwest region.

As the recession bites ever deeper, redundancies are running at the rate of 1,300 a week, and some 220 firms have closed this year.

Stockport was once a textile centre but it saw all of its old mills disappear. However, it suffered much less than many of the Lancashire cotton towns

because it also had a strong and thriving engineering base on which to build and diversify.

Now it is seeing that base crumble. A town that was one of the region's key growth areas for engineering has, in the words of one prominent union leader, become a "disaster area".

This assessment by Mr Bernard Regan, district secretary of the Amalgamated Union of Engineering Workers, (AUEW) is clearly an emotive one, based on a view of a situation which he describes as being the worst he has seen in more than 30 years in the industry.

But the facts are grim

enough. During the past year Stockport has lost some 1,500 jobs, which to a town of 144,000 means a loss of 1 per cent of its population.

Against this background Stockport faces the added impact of the largest single batch of redundancies in recent years. It results from the decision by John Myers, the mail order firm, to close its premises—a former cotton mill—in the town's south Reddish suburb. This will mean the loss of some 500 jobs—mostly among women workers.

The speed with which the recession has hit Stockport, and the toll it is taking casts doubts

about the current validity of the recently published results of a local authority survey of manufacturing industry which was conducted over a four months period up to January of this year.

This showed that at that time about half of the manufacturing firms in the town were anticipating an increase in employment over the next five years and that a substantial proportion of the remainder expected job totals to stay at existing levels.

In the space of a few short months the outlook for Stockport has changed dramatically R. W. Shakespeare

WESTLAND/UTRECHT INTERIM STATEMENT

Amsterdam, 22nd August 1980

for the half year ended 30th June 1980

Operating profit in the first six months of 1980 amounted to f 31.8 million. Net profit for the same period was f 16.8 million. The following table shows the quarterly operating profit and net profit, expressed in millions of guilders and earnings per share, in guilders, for 1979 and the first half of 1980.

| | 1979 | 1979 | 1979 | 1979 | 1979 |
|--------------------|------|------|------|------|-------|
| | Q1 | Q2 | Q3 | Q4 | Half |
| Operating profit | 27.7 | 28.1 | 28.2 | 28.3 | 113.3 |
| Net profit | 13.7 | 14.1 | 14.2 | 14.3 | 56.3 |
| Earnings per share | 17.2 | 17.5 | 17.7 | 17.8 | 70.2 |

The second quarter was characterized by continuing stagnation in the housing market, which may be attributed to the uncertain economic and political situation, the undesired climate for home ownership and very high interest rates in the expected level of inflation.

To varying degrees, these factors have also influenced the granting of loans on commercial property by the bank.

A very satisfactory increase was recorded in the amount of credit granted for foreign properties although, of course, this was modest in comparison with our operations on the domestic market.

In the six months under review approximately 6,700 mortgage loans were arranged, with a value of f 956 million, compared to 8,200 loans amounting to f 1,502 million for the same period of 1979. After deduction of repayments, the portfolio rose by f 620 million to f 13,178 million. The increase in the corresponding period of 1979 was f 1,115 million.

| Consolidated Balance Sheet | 30/6/1979 | 31/12/1979 | 30/6/1980 |
|---|------------|------------|------------|
| Assets | | | |
| Office premises | 32,915 | 34,106 | 34,334 |
| Property managed | 278,038 | 281,116 | 277,488 |
| Building projects in hand | 483,398 | 506,047 | 604,202 |
| Associated concerns | 72,557 | 86,241 | 102,139 |
| Mortgages | 11,821,172 | 12,558,869 | 13,778,418 |
| Construction loans and other advances | 949,769 | 980,079 | 970,534 |
| Sum of receivables and prepayments | 131,848 | 184,438 | 194,874 |
| Interest receivable on mortgages and other | 510,183 | 517,491 | 611,818 |
| Loans | 47,592 | 11,965 | 20,000 |
| Short-term loans | 88,555 | 144,145 | 28,791 |
| Bank and cash | 14,185,012 | 15,344,250 | 16,172,555 |
| Liabilities | | | |
| Share capital | 40,337 | 40,337 | 40,337 |
| Reserves | 245,038 | 281,116 | 281,116 |
| Subordinated loans | 132,055 | 157,853 | 157,853 |
| Borrowed funds | 11,251,496 | 12,953,540 | 13,745,542 |
| Mortgage repayments | 275,039 | 208,189 | 136,387 |
| Involved instalments on building projects in hand | 146,541 | 125,574 | 132,515 |
| Sundry creditors and amounts received in advance | 707,719 | 870,972 | 1,091,278 |
| Interest payable on borrowed funds | 556,552 | 718,599 | 890,418 |
| Net profit | 27,855 | — | 19,008 |
| | 14,185,012 | 15,344,250 | 16,172,555 |

* after appropriation of profit

| Consolidated Profit and Loss Account (in '000's) | 2nd quarter 1979 | 1st half 1979 | 2nd quarter 1980 | 1st half 1980 |
|--|------------------|---------------|------------------|---------------|
| Revenue | 248,841 | 486,181 | 306,180 | 591,587 |
| Cost of sales | 18,209 | 36,418 | 18,209 | 36,418 |
| Gross profit | 230,632 | 449,763 | 287,971 | 555,169 |
| Operating expenses | 23,981 | 43,293 | 28,181 | 57,084 |
| Operating profit | 206,651 | 406,470 | 259,790 | 498,085 |
| Interest on construction loans and other advances | 2,705 | 5,142 | 2,327 | 4,639 |
| Revenue from construction loans and other advances | 25,396 | 49,535 | 31,458 | 61,705 |
| Interest on building projects | 3,624 | 8,545 | 7,715 | 13,785 |
| Gross profit on building projects | 3,935 | 8,155 | 1,916 | 4,082 |
| Revenue from building projects | 7,599 | 17,000 | 9,531 | 18,427 |
| Property management expenses | 5,723 | 10,721 | 6,589 | 13,071 |
| Income from associated companies | 5,520 | 6,893 | 1,542 | 3,184 |
| Interest from liquid resources and other | 2,468 | 5,949 | 3,256 | 6,983 |
| Group revenue | 308,508 | 597,366 | 388,234 | 710,116 |
| Interest on borrowed funds | 248,240 | 486,252 | 314,808 | 618,587 |
| Acquisition cost of borrowed funds | 6,559 | 13,514 | 5,838 | 11,687 |
| Total cost of borrowed funds | 254,799 | 499,766 | 320,646 | 630,274 |
| General expenses | 22,397 | 44,423 | 24,442 | 47,407 |
| Depreciation of property | 1,883 | 3,311 | 2,047 | 4,228 |
| Group costs | 267,079 | 547,710 | 347,140 | 679,210 |
| Operating profit | 28,129 | 55,858 | 31,094 | 61,899 |
| Promotion for general contingencies | 3,000 | 5,000 | 2,000 | 4,000 |
| Taxation | 17,000 | 22,500 | 4,000 | 11,000 |
| Net profit | 14,129 | 27,858 | 7,094 | 16,899 |

مكتبة من الامم

BY THE FINANCIAL EDITOR

About-turn on FAS 8

Life should soon become a little easier for accountants in United States multinational and those British giants, ICI, Shell, BP and ICI which for Securities and Exchange listing reasons have to follow United States accounting practice.

The Financial Accounting Standards Board, the body which draws up the rules which govern American corporate reporting, has completed the promised re-think of its controversial rule on accounting for currency fluctuations, FAS 8.

The new proposals, which are to be announced in the United States tomorrow, amount to a new version of the principle which underpinned FAS 8, and as a result successfully deal with most of the complaints against the old standard, the most telling of which was that it caused violent and unnecessary fluctuations in reported profits.

Prominent critics of the standard, among them Royal Dutch Shell, claimed that having to show the unrealised as well as the actual gains and losses caused by currency movements every quarter actually confused shareholders by masking a company's underlying trading performance.

There are two major changes of policy. First, all company assets and liabilities in future will be translated at the same exchange rates—those ruling on the balance sheet date. FAS 8 caused fluctuations by ruling that debt be translated at current rates while the assets purchased with that debt be left in the books at historic rates. Revenues and expenses will continue to be translated at the rate in effect when the transactions occurred.

Second the FAS 8 has accepted that the purely paper gains and losses caused by currency movements need not be immediately charged against profits. Instead they can be shown as a separate entry and accumulated until they are either cancelled out by subsequent fluctuations, or they become so great the directors feel it prudent to write them off.

Because it is pragmatic rather than theoretical, the standard can expect fierce criticism before it is finally adopted towards the end of the year. But assuming it survives intact, it should mean an end to the damaging practice whereby companies to minimise their accounting exposure would juggle assets between foreign subsidiaries for no economic purpose. Shareholders as well as companies have reason to be relieved.

Futures markets

London takes up the gauntlet

London's commodity markets have embarked on a significant expansion this year. After appearing to lag behind their American rivals in inventiveness, they are beginning to close the gap. New markets in gas oil and gold futures are in preparation, and proposals for a financial futures market will probably meet with official, albeit grudging, approval soon.

An important spur has been competition from Chicago, where many of the new markets have originated and from New York, as well as with emerging centres such as Hong Kong, which has thickened London's traditional dominance.

While competition has been a crucial factor, London is also responding to trends affecting all commodity market centres. Years of persistent inflation have sharply diminished the attractiveness of equities and fixed interest investments.

Only commodities—or more precisely, futures—offer the kind of returns to offset inflation. Americans dealing in London to circumvent regulatory authorities have been influential in developing new business.

But individuals, important as they are for the life and character of a market, are still far smaller traders than industrial users. For them, the attraction of futures is hedging against the increased volatility of raw material prices caused by inflation, political instability, and mounting conflict between producing and consuming nations.

Gas oil futures nearly fit into this industrial trend. The market's pioneers hope that it will eventually embrace a wide range of oil products, perhaps even crude oil, and will be used by the oil companies. It could even lead to attempts to revive proposals of the early seventies for markets in bulk chemicals like benzene.

But gold and financial futures are different. The former does clearly allow industrial hedging, although the United States experience suggests it is a prime target for speculation. The particular challenge to

London is that the "principals only" contract will have to be replaced by a clearing house system.

This is an historic break with tradition and practice in London, pointing possibly to further steps of a clearing house by the London Metal Exchange, which has hitherto resisted any such move.

Financial futures are more controversial. As in the United States, they are viewed with suspicion by the authorities, who fear that their control over the money supply could be made even more difficult. But the main demand is again from industry—except this time it is mainly from the securities industry, whose members have to grapple with interest rate forecasts.

Gold and financial futures will almost certainly introduce considerable extra liquidity into futures markets. A lot will come from overseas, greatly assisted by the absence of exchange controls. Yet the higher level of activity will also attract closer scrutiny from the authorities, especially if gold and financial instruments are involved.

The ironic outcome could well be closer regulation, as the tougher stance of the United States authorities has already indicated.

Wall Street Interest rate worries

Wall Street has only now paused for breath after the headlong rise from the end of March. Investors who bought United States shares then have seen them rise by around 25 per cent, while falling interest rates and high institutional liquidity have encouraged a return to equities.

Interest rates have fallen from their high levels in record time. So, for example, the 3-month Treasury Bill rate, which stood at 16 per cent by the end of March, halved in less than three months. At the longer end of the market, more important for equity investment, bond yields fell from over 13 per cent to just over 10 per cent by the end of June.

With the differential narrowing and high institutional liquidity, it was perhaps inevitable that shares would benefit. Institutions had been wary of bonds after the highly volatile conditions which prevailed earlier in the year and many sought to increase the proportion of equities in their portfolios.

More recently there has been speculation over the presidential elections. Some investors believe that a Reagan victory will be favourable for share prices because a new Republican administration would be expected to pass legislation favourable to investors, including tax cuts, depreciation allowances and possibly concessions on capital gains tax. In fact the Carter programme also promises some reflationary measures which should help corporate profitability.

There are already signs of a prompt pickup in the United States economy. The index of leading indicators has been rising since June, registering a record 4.6 per cent rise in July. Order books are filling up, the stricken car industry shows some modest signs of recovery and housing starts are increasing. This has been enough to push interest rates up, partly as a result of a revival in the demand for credit.

Prime rates have now moved up again from 10.5 per cent to 11.5 per cent. Yields on long bonds which had touched 10 per cent at the end of June are now back to 11.5 per cent. There could be further rises in interest rates as we are now coming into the traditional season of high borrowings by the Federal government.

Interest rates are probably enough to explain the recent relative weakness on Wall Street where prices have fallen steadily. At the same time institutions have probably picked up enough shares to realign their portfolios.

With prospects of better corporate profitability and with both political parties now promising what would effectively be favourable policies for business, shares may have further to go at some stage over the next year. After all the Dow Jones index at 930 is still substantially below its all-time high of 1051. But there are various clouds on the horizon.

The recovery may be short-lived if only because it is starting from a high level of inflation and conservatism on energy costs will prevent a buoyant revival. As against that share ratings and yields are still modest on historical comparisons.

Washington

President Carter's new economic programme, his third this year, has so far proved a mild public relations success. He has managed to present it as aimed at speeding economic recovery while also being "responsible"—which in this year's political language means non-inflationary. This is contrasted to the big across-the-board cuts in income tax advocated by his presidential opponent, Governor Ronald Reagan.

But President Carter's statement signals a fundamental shift in the Administration's stance from earlier this year. Mr Carter's last economic package, in March, was aimed at compromising at bringing down inflation, which had soared to record levels. Recession was encouraged as a means, albeit unwelcome, of achieving this.

In contrast, the President's speech last Thursday included the comment that "inflation and recession augment each other". In March, he aimed much of the need to avoid an inflationary tax cut this year. Mr Carter also stressed the importance of "putting people back to work".

There are two main reasons for this shift. One is that recessions are unpopular and painful at any time, and even more uncomfortable for a government in a election year.

The timing of the President's package was dictated by the election. It is effectively a budget statement made six months

Dilemma which shaped the President's package

earlier than usual. The storm whipped up this summer by Mr Reagan's call for an immediate tax cut left President Carter with little option but to announce alternative tax and spending proposals of his own. The other reason for shift is that recession does not seem to be working too well any more as a cure for inflation. The sharp slide in United States output in the late spring coincided with a slow down in price rises. Together with the government's credit squeeze it punctured high and rising inflationary expectations which themselves threatened to make inflation worse and to push interest rates still higher.

But the Administration's own forecasts do not show inflation coming down very much more next year even with no stimulus to the economy and a still high level of unemployment. The President's plan admittedly includes a few democratic frills, such as an extension of the eligibility for unemployment benefits and aid to the most depressed industrial areas. His suggested cuts in income tax would also help the lower paid. They would roughly offset a rise in social security payroll taxes due to take place in January. These hit hardest at the low paid.

Mr Carter would also reduce the unpopular "marriage penalty" whereby a married couple pays more tax than if each were single.

In contrast, Governor Reagan wants to cut by 10 per cent the amount of tax paid by each

body of unions, management and the public to advise the government on how to "revitalise the economy" and set up a new agency to channel funds into industry. The new Economic Revitalisation Board, if it became powerful would mark a radical change in the relationship between government and industry in America. But it is unlikely to be given much power, nor money for some time at least.

The rest of President Carter's plan, despite Senator Kennedy's endorsement of it, is much more like a Republican than a Democratic platform. But when in this strange election Mr Reagan's proposals, while they would give most of the wealthy are more in line with the traditional Democratic cure for recession of boosting the economy through consumption oriented income tax cuts.

The picture is very different for industry. More generous tax allowances for depreciation have been seized upon this year by most people in the United States establishment as a panacea for low investment and stagnant productivity. Republicans support a radical simplification in the structure of tax allowances for investment that would cost about \$5,000 million next year and almost \$50,000 million by the mid 1980s. Mr Carter, and others, criticise this as heavily biased in favour of property investment, rather than capital spending on industrial plant and equipment. The President's own depreciation plan would enable all

individuals. Clearly, the rich men who pay most tax would get the biggest dollar reduction and those too poor to pay any tax would not gain anything while still being liable for the extra social security contributions.

But whereas Mr Reagan's plan would give personal tax cuts of just under \$30,000 million in 1981, rising to an astonishing \$170,000 million or more a year by 1985, the President would give back only about \$12,000 million in income tax next year and less than \$20,000 million by 1985.

Since inflation alone is expected to drag up the income tax burden next year by about \$15,000 million, the President's tax cuts would leave Americans paying more in income and payroll taxes next year than this.

Even if they do get through, however, the evidence suggests that investment incentive would just prove a slower and less efficient way of raising consumption and employment than direct cuts in income tax would have been, while doing little and that very slowly, to raise productivity growth.

Caroline Atkinson

Liverpool's unique 'local born blacks'

The second article in an occasional series on Britain's ethnic minorities.

Of what "race" is a person born in Liverpool whose paternal grandmother was Chinese and whose mother was born in Liverpool of Welsh and African parents?

This was the perplexed cry of Mr Colin Watts in the course of research into the job prospects of what he calls British city blacks. Liverpool would be called "immigrants".

Faced with this "combination in Liverpool", Mr Watts was driven to adopt a rough-and-ready description of his own. He chose to describe as "local born black" those born in Liverpool whose features appear African, Caribbean, Asian or Arab.

Only the Chinese, another numerous and long-established local community, retained their separate identity for the purposes of his study.

The position of "local born blacks" in Liverpool, however, is far from simple. It is defined, in part, by the fact that they are not immigrants. Unlike the case in other big British towns, even Bristol, which also has a long-established non-white community, there are few recent immigrants from Africa or the Caribbean in Liverpool.

Many, perhaps most, of the local non-white community came because of Liverpool's pre-eminence as a seaport. This community goes back at least to the beginning of the last century, to the heyday of the slave trade of which Liverpool was a principal centre.

So much intermarriage has taken place that, again quoting Mr Watts, "many of the light-skinned 'black' have become 'white' and 'white' have become 'black'". But colour remains, and as elsewhere, it is a far from meaningless term. The strange status of the "local born blacks" in the centre of the city and the inability of the white community to see, let alone to change that position, mock the hopes of those who trust to time and to assimilation to improve the lot of more recently arrived black immigrants in Brixton or Southall.

As in other British cities, the non-white population is clustered in the centre of the city. More than half live in the city's "black" districts, as Liverpool 8. But, again unlike the case in other British cities, all but a very few of the most recent arrivals speak the same language as the white population. If it is true that most non-whites do the same work as



Liverpool street scene: the non-white community goes back nearly 200 years and there are few recent immigrants from Asia or the Caribbean.

think of themselves as Liverpoolians.

The contrast that springs to my mind when walking round the city centre, however, is not with other provincial British cities but with Salisbury, Zimbabwe. Even so, before Mr Mugabe's landslide victory in an allegedly racist state many black faces were to be seen behind the counters of the smart shops on Jameson Street (now renamed after President Samora Machel of Mozambique).

In Liverpool, on the other hand, a city with possibly the oldest established "black" community in Britain, a multi-racial country, hardly a non-white face is to be seen serving in the shops of Lord, Dale or Church Street. Yet many of the city's "local born blacks" live within half an hour's walk.

This is the visible side of the chronic, but largely ignored wound in the city's economic and social structure. Many Asians work and prosper as restaurateurs, launderers or in the family business. A few local Chinese, Moslem or West Indian businessmen are emerging, but for most "local born blacks" the position is bad and worsening. If it is true that most non-whites do the same work as

whites in Liverpool, it is also true that they find it much harder to get rise in or even keep that rise. In the words of the economists they are a "marginal reserve group of labour".

In central Liverpool, where most blacks live, the chances of unemployment are four times greater than on the periphery. Seagang and the docks are no longer the employers they were and manufacturing industry either moves to the

outsiders or closes down altogether.

Again, there is a higher proportion of young black people than white and they are caught by the disproportionate rise in youth unemployment throughout the country as a whole.

Liverpool's youth unemployment is about 40 per cent, for young blacks it is nearer 60 per cent, and for the women it is worse than for the men. Local blacks are denied jobs by a discrimination that starts

even before the interview. This is a local speciality known as "discrimination by post". Because many blacks live in the peeling Georgian squares of Liverpool 8, it is easy for a discriminatory employer to reject any written application bearing that postmark or address.

When Mr Watts spoke to young clients of South Liverpool Personnel, a Liverpool 8 employment agency, he found that half the young blacks on the books complained of discrimination at employers' interviews.

A "local-born black" who tries to find jobs for Liverpool 8's young, said: "The corporation is the biggest employer around here, but they do not have an equal opportunity programme; they do not have on equal opportunities officer; and they do not have a monitoring system. They do not think there is a problem."

Of the private sector employers, he said that they fought shy of blacks because of "assumed racism". "They assume people will not like working with a black person or will not like to be served by a black person."

"Where in most communities you get people saying to young people 'Achieve something at school and you'll get a job', my advice to my kids (he has four) is 'Get on at school, get as much out of it as possible, and then get out of Liverpool, because there is nothing here for you'."

Ros Davies

*Black Prospects: a report on the job prospects of Liverpool-born blacks. South Liverpool Personnel, 051-709 2096.

Business Diary profile: Sir Henry Chilver, changing the PO

A professional educationist may not seem at first sight to be a likely candidate for running a public corporation like the Post Office. But a second view might suggest that it is imaginative to appoint to the post a man whose entire life has been spent helping to solve engineering and management problems and teaching people how to cope with them.

"Confirmed educationist" is the definition Sir Henry Chilver, new chairman-designate of the Post Office, uses of himself. "I'm not interested in the collection of jobs and power bases for their own sakes," he says.

All his management skills and engineering expertise may well be needed as he steers the Post Office through its break-up into Post and Telecommunications.

"Some one must be in a position to aid the transition and principally someone who is effectively an outsider," Sir Henry says.

Other things to change, the post says of the Post Office, chaired by Ron Deering, and telecommunications, chaired by George Jefferson, split on schedule. This schedule should be completed within the next year, hence Sir Henry's short time in the post. He is Vice-Chancellor of the University of London, where he has been for 12 months, beginning on September 15.

In theory the post should take only 20 per cent of his time, but he admits that the estimate is far from precise. Development on robots



Sir Henry: robotics in the sorting room.

Sir Henry has been prominent in moulding the post-graduate work of Cranfield Institute of Technology, where he is Vice-Chancellor. His public face was well exposed when he published a report in theory the post should take only 20 per cent of his time, but he admits that the estimate is far from precise. Development on robots

first-class honours in mechanical engineering from Bristol, where he remained after a year in industry.

A qualified mechanical engineer he was to diversify under the guidance of Sir Alfred Fuggle, an eminent civil engineer, and research into structures. By 1950 he had received a doctorate of philosophy for his work and within four years he moved to Cambridge to take up a lecturing and research post.

During his stay, which was to last until 1961, he was made a Fellow of Corpus Christi College.

Further honours came when Bristol University bestowed on him in 1962 a Doctorate of Science, after he had been appointed Professor of Civil Engineering at the University of London. This appointment was a tribute to his versatility.

Another honour was the award of the Telford Gold Medal by the Institution of Civil Engineers, also for his work on structures. His latest technical pursuit is in the field of microelectronics where he has channelled much energy into his researches at Cranfield.

Although a "confirmed educationist", he is decidedly not a cloistered academic, and he has encouraged colleagues to become actively involved, like himself, in industry.

He is excited about his new appointment. To be in a position not only to make the Post

Office's change a success but to be in close contact with the complexities of that change is stimulating.

Sir Henry's interests outside technology and management are as diverse as they are within them. He has supervised Cranfield's transition from being a college of aeronautics to a centre of advanced study embracing subjects over the entire spectrum of industrial learning.

He has also ensured that the courses it runs are practical and related to the real world, encouraging the running of several hundred courses for managers and engineers employed in industry.

Again his emphasis has been to provide a stimulus to learning that is not purely academic but which can be used by the people attending the courses immediately on their return to their jobs.

He keeps informed by being involved with industry directly. He is a non-executive director of a number of public companies, including De La Rue, Deitz Metals, English Clays and Powell Duffryn.

Sir Henry would admit that he could well have become a banker, if he had not followed his present career. He concedes that it looked "a very good life".

Bill Johnstone

Letraset

Profits and Dividends Up

Profits before tax were up 15% at a record £12.1 million despite the significant adverse impact on group profits of the strength of sterling. Total dividends rose by 10%.

Strength of Balance Sheet

Equity base increased by £9 million. Total borrowings reduced from £10.6 million to £8.1 million.

Excellent Performance in Graphics

Graphics division reported a 19% increase in profits. At constant exchange rates, profits increase would have been over 25%. Sales in the Graphics Division remain firm.

Other Divisions

Performance of Stanley Gibbons Division (dealers in rare stamps and other collectables) was affected by worsening economic climate. Investment has been increased to support identified areas of expansion and to expand Stanley Gibbons' influence in international markets.

Leisure Products Division had a difficult year but tight control of overheads minimised impact on profit.

Prospects

We have strong management and an improved financial position and feel that we are well positioned to cope with the adverse effects of recession.

Copies of the Report and Accounts are available from The Secretary,

Letraset Limited,
7 Apple Tree Yard, London SW1Y 6LD

PSIT Property Security Investment Trust Limited

Property Income Up

Scrip Issue

Extracts from the statement by the Chairman, Mr. A. R. Perry.

- Net property income has risen from £3.28 million to £3.75 million.
- Profit before tax rose from £360,000 to £865,000.
- Further lettings at Newcastle, Goole, Broadbeath and Manchester.
- Pre-let developments in Aldershot well under way.
- Planning permission for warehousing and offices in Dublin.
- Group has adequate financial facilities.
- Scrip issue 1 for 4 ordinary shares.

Results for the year ended 31st March 1980

| | £'000s | 1980 | 1979 | 1978 |
|--|--------|--------|---------|------|
| Rents receivable | 4,302 | 3,735 | 3,177 | |
| Net property income | 3,746 | 3,282 | 2,771 | |
| Surplus before tax and extraordinary items | 865 | 360 | (77) | |
| Ordinary dividend per share | 1.8p | 1.6p | 1.3933p | |
| Share capital and reserves | 37,110 | 34,972 | 16,267 | |

*Adjusted for scrip issue

Copies of the complete Report and Accounts may be obtained from the Secretaries, W. H. Stentford & Co., 1 Love Lane, London EC2V 7JL.

PREEDY

| | 1980 | 1979 |
|---------------------|--------------|--------------|
| March 29th Turnover | £'000 68,261 | £'000 64,333 |
| Operating profit | 1,368 (642) | 1,253 (157) |
| Interest payable | 843 | 1,238 |
| Pre-tax profit | 3.35p | 3.35p |
| Total dividend | | |

Mr. S. L. Preedy, Chairman, reports — "Operating profits show an increase of £115,000, but include a full year's contribution (£403,000) from Midland Educational which only provided four months' profits (£202,000) in last year's accounts. A good performance from the smaller newsagents shops was largely offset by disappointing results last summer in the larger stores. During the year 11 new stores and shops were added, 8 were sold or closed and 4 rehoused in larger premises. The wholesale division had a good year, particularly the traditional (delivered) trade. A property revaluation showed a surplus of £2.2m."

Multiple retailers of books, stationery, news, tobacco, confectionery, greetings cards, toys, records, china and glass from 196 branches nationwide. Wholesalers of tobacco and confectionery from 7 branches.

SKF

Interim statement

SKF Group Sales for the first six months of 1980 rose by 18% to 6,502 million Swedish kronor compared with 5,496 million for the same 1979 period. Profits more than doubled to 535 million kronor (237) before exchange differences, extraordinary items, provisions and taxes.

The improved figures stem, on the one hand, from continued high demand for SKF products despite the business turnaround in the USA and signs of weakening markets in Europe. While on the other hand higher capacity utilization and good productivity development have meant that manufacturing costs have risen slower than the rise in sales.

Despite the slowdown in the economic activity, there is no indication that the demand for Group products will undergo any radical change during the rest of the year. The significant income improvements earlier forecast for 1980 should accordingly be achieved.

Comparison tables including the financial year 1979:

| Mkr=million Skr | Jan 1st to June 30th 1980 | | Jan 1st to Dec 31st 1979 | |
|--|---------------------------|-------|--------------------------|-------|
| | Mkr | % | Mkr | % |
| Group net sales | 6,502 | 100.0 | 5,496 | 100.0 |
| Other operating income | 81 | | 153 | |
| Operating revenue | 6,583 | | 5,649 | |
| Cost of goods sold | 4,400 | 67.7 | 3,826 | 69.6 |
| Selling, administrative and technical development expenses | 1,195 | 18.4 | 1,040 | 18.9 |
| Operating income before depreciation | 988 | 15.2 | 668 | 12.2 |
| Scheduled depreciation | 250 | 3.6 | 237 | 4.3 |
| Operating income after depreciation | 738 | 11.6 | 431 | 7.8 |
| Financial income and expenses—net | -223 | 3.4 | -194 | 3.5 |
| Income before exchange differences | 535 | 8.2 | 237 | 4.3 |
| Earnings per Parent Company share, Skr | 15.65 | | 7.05 | |
| Capital expenditure, Mkr | 192 | | 170 | |
| Average number of employees | 53,065 | | 54,028 | |
| Group sales by product field* | Mkr | % | Mkr | % |
| Rolling bearings | 4,770 | 68.2 | 4,110 | 69.7 |
| Steel | 1,140 | 16.3 | 910 | 15.4 |
| Cutting tools | 290 | 4.1 | 233 | 4.4 |
| Other products | 800 | 11.4 | 620 | 10.5 |
| Total | 7,000 | 100.0 | 5,875 | 100.0 |

*Sales figures include internal deliveries between the product fields.

FINANCIAL NEWS

Benjamin Priest looks Spotlight on stores and insurance to better times

By Our Financial Staff

Mr Charles Wardle, chairman of the West Midlands industrial fasteners group, Benjamin Priest & Sons (Holdings) tells shareholders in his annual report today that demand has fallen sharply since March.

The group, which has reported pre-tax profits for the last year jumped a fifth to a record £3.1m on a turnover of three-quarters to near £50m, has "experienced extremely harsh trading conditions during the opening months of the current financial year in which general levels of demand have fallen sharply."

Mr Wardle added: "It is very difficult to make any forecast in the short-term. However, looking further ahead the group is well placed to make the most of opportunities that will exist in the majority of our markets."

The group's current first-half ends next month. Last year it made profits of £1.2m during the period which would have

been £350,000 better had it not been for the engineering strike.

In the six months to last March, Priest came in with a strong performance topping the comparable period in 1978-79 by £300,000 and bringing second-half contribution to £1.57m.

In his report, Mr Wardle shows an extraordinary item of £281,000 which has been incurred principally as a result of the group's decision to halt the container making and pre-fabricating operations of S. Taylor.

During 1977 and 1978 Taylor had expanded these activities before becoming part of Warner, Wright & Rowland which, Priest bought in November, 1978.

Included in the extraordinary item is a provision for the re-organization of associate company Integrated Handling (Southern) which has handled the group's material handling equipment but whose sales force is now to be centralized.

Pahang to make counter-bid for Tanjong tin mines

London-based Pahang Consolidated of Kuala Lumpur will offer £1.15 a share cash for outstanding shares in Tanjong Tin Dredging.

This is a counter-bid to a £1.05 offer from a Malaysian family concern, Baring Bros and Co said in a Telex message to the Kuala Lumpur Stock Exchange.

Pahang, which already holds 29.8 per cent of Tanjong's issued capital of £1.49m 15p par value shares, said its offer is conditional on acceptance of more than 50 per cent of total Tanjong issued capital and United Kingdom and Malaysian government approval.

The Kuala Lumpur Stock

Exchange said it will lift suspension of Tanjong shares tomorrow.

The other bidder, the family holding of Malaysian business man and Tanjong director, Mr David Kuok, recently said it holds 25.89 per cent of Tanjong's issued capital.

Baring Bros noted Tanjong, which operates one dredge in Perak State, earned £242,000 pre-tax in 1979 and had net attributable tangible assets of £592,000 as at end-1979.

Pahang, which mines tin from lodes in Pahang state, intends the business of Tanjong should be continued and developed if the takeover succeeds, Baring Bros said.

Tomkins finds little grounds for optimism

Mr Gerald Garman, chairman of toolmakers and fasteners group F. H. Tomkins tells shareholders in his annual report today that he expects the present recession to be much deeper.

Mr Garman says the combination of high interest rates and gloomy economic forecasts "gives little ground for optimism in the foreseeable future."

However, his group, last year pushed net profits from £1.65m to £2.06m, with two substantial development schemes: one for its O. D. Guest offshoot and the other a service warehouse.

Big increase for Saudi Int. Bank

First-half figures released today for the Saudi International Bank show that total assets of the group, 50 per cent owned by the Saudi Arabian Monetary Agency and formed in 1976, rose by 40 per cent to £852m.

Shareholders' funds for the six months to the end of June have increased from £41m to £44m and deposits have risen 42 per cent to £781m.

Executive director and chief executive officer of SIB, Dr Andreas R. Prindl, said the results confirm the bank's rapid expansion over the past four years.

The first week of September sees the stores sector get underway with some of the more prominent companies, including House of Fraser, producing results. They will be disappointing but not particularly surprising considering the already well-chronicled effects of the recession on consumer spending.

Insurances also figure strongly with Guardian Royal Exchange, Sun Alliance and Phoenix Assurance all reporting on Wednesday, while B2 produces second quarter figures on Thursday.

On the economic front, the CBI Monthly Trends Inquiry comes out today. On Wednesday the Treasury announces the August United Kingdom official reserve and the Bank of England publishes its price issues and redemptions for last month.

Advance energy statistics for July are due out on Thursday as well as August's provisional figures of vehicle production and the second quarter balance of payments results. Finally, on Friday the second quarterly company liquidity survey is published.

House of Fraser leads retailing news tomorrow with its half-year results which analysts are pitching at around the firm mark compared with £7.8m last year. The group, which has rarely left the headlines in the last few months, is faced with a 20 per cent rise in costs with sales up only by 10 per cent.

Tourist trade in London—the group owns Harrods and Bakers of Kensington—has

been poor and the group's interest charges will have doubled from last year's £3m to more than £6m for the period as borrowing have increased and interest rates have been up to 50 per cent higher than during the first six months of 1979.

This week

In addition wages have risen by 15 per cent and although the group has tried to contain these by reducing numbers, they are still higher than the sales increase.

The interesting question is whether the group will do about the dividend which last year stood at 2.85p gross. Having fought off the Louths, it is not easy to see a dividend being paid this year.

Wedgwood, which is announcing its first quarter results tomorrow, is also going to show all the impact of the recession on a manufacturing industry which is dependent on exports. The figures are likely to be in the region of £200,000 although it is possible there will even be a loss. This compares with £570,000 for the same period last year which itself was a downturn on the previous year when the group made £15m.

and high interest charges will all be to blame, but the market is confident that the pottery group, with its sound marketing policy will end up with around £5m pre-tax profit against £5.8m last time.

Guardian Royal Exchange, Phoenix and Sun Alliance which are also reporting on Wednesday, should all show profit improvements with GRE making £3m against £31.4m, Phoenix £16m compared with £6.7m and Sun producing £26m against £15.7m at the interim stage. The mild British winter is one factor behind the improvement although heightened competition overseas, particularly in North America, has not helped. Government intervention to hold down premiums has also been an adverse factor while inflation has pushed up the cost of claims.

For the full year the downturn in most areas, including overseas and commercial business, will continue although second-half profits for United Kingdom personal insurance should improve with a 20 per cent increase in motor premiums and wider profits from index-linked policies for household insurance now coming through.

BP's second quarter results, which analysts expect to be between £300m and £350m, will show a sharp reduction in stock profits and the effect of sterling's rise against the dollar as well as a setback for chemicals. But although North Sea volumes have fallen compared with the first quarter there should be a profits improvement of around £5m there and estimates for the

full year pre-tax profits stand at about £1,000m.

TODAY: Interims—Claverhouse Inv. Trst, Electrical and Industrial sects, I. and J. Hyman, Nova Industries, Scottish Eastern Inv. Trst, Finsbury, Apex, Brown, C. T. Asia (Switzerland), Food, Linford Hds, Whitworth Electric Hds.

TOMORROW: Interims—James Beattie, House of Fraser, Macfarlane Group (Clansman), Provident Financial, Trade Indemnity, Wedgwood, Finales, Diploma, Rowland Gaunt.

WEDNESDAY: Interims—Church and Co, L. J. Dewhurst, Family Inv. Trst, Guardian Royal Exchange, Nu-Swift, Phoenix Assurance, Pritchard Services, Sun Alliance and London Insurance, Weir Grp, R. Woodward and Son. Finales—None announced.

THURSDAY: Interims—Blackwood Hodge, British Petroleum, Cadbury Schweppes, Charterhouse Grp, Cusson Grp, General Mutual, Union Carbide, Invergordon Distillers, Hds, London and European, Morgan Crucible, Northern Engineering, Sherrin, Ware, Winston Estates, Finales—British Electric Traction, New Central Wireworks, Rand Areas.

FRIDAY: Interims—Abbey Panels Investments, Derek Crouch, House Counties Newspapers, Home Property Co of London, Mersey Dock and Harbour, A. G. Stanley. Finales—Raybeck.

Rosemary Unsworth

Housebuilders learn the lesson of 1974

Things are not quite as bad for housebuilders as in 1974, but it seems to be only a matter of months before they will be. How long they remain that way will depend on how long the recession endures, for there is nothing like the prospect of job loss or lack of overtime to persuade young couples to postpone buying a home.

According to the latest inquiry carried out by the Department of the Environment, home builders now expect to start only 115,000 private houses this year. In 1974 a beginning was made on only 106,000. At the moment

builders are planning to start 110,000 private homes next year but prospects are still deteriorating.

A continuing slump in council housing is, making things worse. Starts this year probably will not be many more than 50,000 with fewer than 10,000 in 1982. Last year starts were as high as 80,000.

The problem is not so much the availability of mortgages as the cost of them to people who worry about what tomorrow will bring. Recently building societies have been looking in more money from savers (though August may see a dip as people withdraw money to spend on holidays and cars). In July, building societies drew in £340m in net receipts, the best total since last October, and well up on June's £206m.

The snags are that the big

banks are busy thinking up new ways of enticing investors' cash and that minimum lending rate, after a one point cut to 16 per cent, refuse to come down further. Until it does, housebuilders will stay pessimistic. The outlook for council housing, barring a change in Government policy to local authorities' housing, is bleak.

It will be months before any of these housebuilders' published profits. Business went well for them until November last year when mortgage rates rose to 15 per cent. It was only after that the housing slump began.

Building

Moreover, fewer home building starts tend to mean swifter completions, and house completions actually rose a bit in the first quarter of this year compared with the first quarter of 1979, and they held up reasonably well in the second quarter.

Housebuilding companies also vary about when to make into their accounts the money due to them from home buyers. Some do it when contracts are exchanged. Others wait until the actual completion of a house which can be three or four months later. For a time, too, ambitious home builders houses and pick up market can cheapen the prices of old houses from competitors reading the trading signs differently.

If, for example, mortgage rates tumble while the economy picks up quickly, bold housebuilders will be rewarded for their courage. Most have, however, remembered the 1974 slump. They began to run down their housing programmes many months ago. Even earlier they stopped buying land.

Many, moreover, are now as big in property development as they are in housebuilding. Today's industry is not just a few giants like Laing and Wimpey and at one end, with small housebuilders at the other. It also includes large regional property developers in their own right, such as M. P. Kent around Bristol and Royco along the Thames.

Finally, most housebuilders entered the latest recession with balance sheets lower geared than before. The lesson of 1974 has been learnt. The time for housebuilders to worry—and the time can come with disarming suddenness—is when (as now) house for sale signs are up for so long that they seem to be rotting. Houses and land people do not want cost money to carry, and banks look at their market value to cover their loans. This means that bankruptcies among companies with big land and housing stocks do not happen in the midst of recession. Only when housing pick-up up old banks foreclose on Northern Developments the last time around.

No group arouses more interest than Barratt Developments, run by Mr Laurie Barratt whose helicopter always seems to be flying over what is now the largest United Kingdom home builder. Recently, the group's brokers, Cazenove, published an enthusiastic study of Barratt wherein it was suggested that pre-tax profits could have risen from £20.66m to £24m in the year that ended last June.

Now Barratt will only have felt the downturn in the closing months of the year and the group flamboyantly went nationwide on a huge housebuilding spree to the point of subsidising customers' mortgages. It did this at a time when housebuilding costs went up faster than prices.

If all goes well next year, the Barratt strategy will pay off. Cazenove thinks that Barratt will hold profits or at least see them drop to £18.75m. They could be tight.

At last week's annual meeting of Redland, the leading building materials producer, shareholders were told by Mr Colin Corness, chairman, that last year's second half year benefited from good weather. This year's first half year would be good but the second half to March 31 would tell a different story. The year's profits would probably be down.

Peter Wainwright

Analyst foresees oil as big boost to IC Gas profits

The unique attractions of IC Gas as a form of energy-related industrial company with "are" are enumerated by analyst Mr Barry Aling of stockbrokers Carr Selig.

Mr Aling expects profits of £38.4m for the year to March 31st will rise to £44m this time round followed by £49m and £59m in 1982. This would take earnings per share up from 47.3p to 68.4p.

The key to the share price lies in the group's oil production interests which, Mr Aling acknowledges, will take at least five years to make their mark on earnings.

Nevertheless, a large part of the current capitalization is seen as being attributable to hopes about its North Sea operations.

But still the net worth of 978p per share represents a sizable margin over the 790p share price at the time of Mr Aling's writing, especially when compared with other large independent oil groups and even though IC Gas is "not strictly an oil company".

So the conclusion is: "IC Gas's defensive qualities and asset potential make it a buy." Still attractive "is the view of Mr Ewan Fraser, of James Capel, on the shares of engineering to fuel distribution group, Powell Duffryn. This is in spite of the fact that the shares have outperformed the market by 20 per cent over the past three months.

Mr Fraser points out that fundamental changes in the structure of the group have been concealed behind a profits plateau over the past three years.

The benefits have been concealed by trading losses in former subsidiaries, by closure and rationalization costs and by industrial disputes.

But in the second half of last year the effects began to show through and profits rose by 22 per cent at the trading level to give a pre-tax figure of £15.9m.

Mr Fraser expects pre-tax profits of £18.2m this year taking fully taxed earnings per share up to 23.5p. He sees the yield at 330p rising from 8.2 per cent to 9.6 per cent.

He concludes: "They remain attractive as an investment in a high-growth company with well above average growth potential and excellent dividend-paying capacity."

Capel-Cure Myers have jumped in with a buy recommendation following Cazenove's lead. The latter's high slump in first half profits from £5.9m to £300,000.

Brokers' views

Big losses from Pontins, dull trading particularly in casinos and hotels and a sharp rise in interest charges were all to blame. The results have continued into the second half and CCM expect full-year profits to be 40 per cent down at £15m against £24.7m last time.

In 1981 the brokers expect a modest recovery in interest rates, which combined with some fall in interest rates, would leave the dividend covered even after allowing for the likely loss in casino earnings.

The broker says this prospect is not entirely discounted in the share price. A full bid also cannot be ruled out with Centre Hotels currently about to be sold for something like two-thirds of the present capitalization of the whole group.

At a price of 60p the shares are said to have considerable speculative attractions. Resettling, Moss have been visiting Spring Grove Services, the workwear rental group which was brought to market last December via an offer for sale by tender from the Charterhouse Group.

The broker points out that, although the company operates in a growth area, it is not recession-proof because high unemployment tends to reduce its market. However, the service is so cost-effective from the customers point of view that no significant decline in demand is expected.

In addition in the medium-term there is enormous growth in prospect from a market that could triple in the United Kingdom, and in Europe which is very under exploited.

Pentland Industries Limited

Interim Results for the six months ended 30th June, 1980

| | Six Months to 30.6.80 | Six Months to 30.6.79 | Year to 31.12.79 |
|-----------------------------------|-----------------------|-----------------------|------------------|
| | £'000 | £'000 | £'000 |
| Turnover | 14,034 | 12,962 | 25,871 |
| Profit Before Taxation | 419 | 322 | 1,030 |
| Taxation | 95 | 42 | 247 |
| Minority Interest | 11 | 4 | 783 |
| Profit before Extraordinary Items | 313 | 284 | 778 |
| Extraordinary Items | — | — | 8 |
| Amount Available for Distribution | 313 | 284 | 786 |
| Dividends | 26 | 31 | 134 |
| Profit Retained | 277 | 253 | 652 |
| Dividend Per Ordinary Share | 0.35p | 0.271p | 1.271p |

The Directors recommend an increase in the Interim Dividend by 29% to 0.35p per 10p Ordinary Share (1979—0.271p per share). The dividend will be paid on 16th October, 1980 to Shareholders on the Register at 19th September, 1980.

The 30% increase in trading profits has been achieved despite the downturn in the general economy throughout the world. This situation makes it difficult for us to predict the effect on this Company for the rest of 1980. However, subject to circumstances outside our control we expect to achieve another year of satisfactory growth.

Pentland Industries is an industrial holding company specialising in international trading, footwear, sports equipment, insurance broking, freight, warehousing and merchandising of all kinds.

Kingmaker House, Station Road, New Barnet EN5 1NQ.

22nd August, 1980.

AMC ANNOUNCEMENT TO BORROWERS

The Agricultural Mortgage Corporation Limited announces that with effect from 1st September, 1980, the rate of interest for

ALL EXISTING VARIABLE RATE LOANS

REVIEWED QUARTERLY will be

18 1/2%

Borrowers whose loans are reviewed on a six-monthly basis will continue to pay 18 1/2% in July 1980. Both rates will remain in force until 1st December, 1980, the date of the next review.

Until further notice the rate of interest which will apply to

NEW VARIABLE RATE LOANS

will be **18 1/2%**

For full details of this and other facilities please contact

AMC, Bucklersbury House, 3 Queen Victoria Street, London, EC4N 3DU. Tel: 01-236 5252.

Wheat prices could jump to record levels by the year-end

In 1978, a record year, output was 448 million tonnes. Yet the harsh irony is that even 440 million tonnes would not be enough to meet growing demand. Whatever the actual harvest, it will not be sufficient to prevent a sharp reduction of stocks.

The unhappy implication is that prices could go on rising

The chances are that this week could see further falls in copper.

Michael Prest
Commodities correspondent

New deputy chairman at Vickers

Wor

rldw

Tanker trade has brighter prospects

vide

Issue prices still on downward path

[illegible][illegible]

| | Price | YIM |
|---------------------|--------|-------|
| Xerox 5 88 | 68 | 81.28 |
| DMM ISSUES | | |
| DMM 1 86 | 104.00 | 9.33 |
| D.M. 3 87 | 103.75 | 8.28 |
| D.M. 5 88 | 104.00 | 8.28 |
| D.M. 7 89 | 103.75 | 8.28 |
| D.M. 9 88 | 103.25 | 8.28 |
| FLOATING RATE | | |
| American Express 82 | 1209 | 16.33 |
| Bank of Tokyo 84 | 100 | 15.49 |
| Bank of Japan 85 | 98 | 15.49 |
| Midland 87 | 97 | 15.49 |
| Mitsubishi 88 | 97 | 15.49 |
| N.B.P. 90 | 97 | 15.49 |
| N.P.C. 91 | 97 | 15.49 |
| N.P.C. 92 | 97 | 15.49 |
| N.P.C. 93 | 97 | 15.49 |
| N.P.C. 94 | 97 | 15.49 |
| N.P.C. 95 | 97 | 15.49 |
| N.P.C. 96 | 97 | 15.49 |
| N.P.C. 97 | 97 | 15.49 |
| N.P.C. 98 | 97 | 15.49 |
| N.P.C. 99 | 97 | 15.49 |
| N.P.C. 100 | 97 | 15.49 |
| N.P.C. 101 | 97 | 15.49 |
| N.P.C. 102 | 97 | 15.49 |
| N.P.C. 103 | 97 | 15.49 |
| N.P.C. 104 | 97 | 15.49 |
| N.P.C. 105 | 97 | 15.49 |
| N.P.C. 106 | 97 | 15.49 |
| N.P.C. 107 | 97 | 15.49 |
| N.P.C. 108 | 97 | 15.49 |
| N.P.C. 109 | 97 | 15.49 |
| N.P.C. 110 | 97 | 15.49 |
| N.P.C. 111 | 97 | 15.49 |
| N.P.C. 112 | 97 | 15.49 |
| N.P.C. 113 | 97 | 15.49 |
| N.P.C. 114 | 97 | 15.49 |
| N.P.C. 115 | 97 | 15.49 |
| N.P.C. 116 | 97 | 15.49 |
| N.P.C. 117 | 97 | 15.49 |
| N.P.C. 118 | 97 | 15.49 |
| N.P.C. 119 | 97 | 15.49 |
| N.P.C. 120 | 97 | 15.49 |
| N.P.C. 121 | 97 | 15.49 |
| N.P.C. 122 | 97 | 15.49 |
| N.P.C. 123 | 97 | 15.49 |
| N.P.C. 124 | 97 | 15.49 |
| N.P.C. 125 | 97 | 15.49 |
| N.P.C. 126 | 97 | 15.49 |
| N.P.C. 127 | 97 | 15.49 |
| N.P.C. 128 | 97 | 15.49 |
| N.P.C. 129 | 97 | 15.49 |
| N.P.C. 130 | 97 | 15.49 |
| N.P.C. 131 | 97 | 15.49 |
| N.P.C. 132 | 97 | 15.49 |
| N.P.C. 133 | 97 | 15.49 |
| N.P.C. 134 | 97 | 15.49 |
| N.P.C. 135 | 97 | 15.49 |
| N.P.C. 136 | 97 | 15.49 |
| N.P.C. 137 | 97 | 15.49 |
| N.P.C. 138 | 97 | 15.49 |
| N.P.C. 139 | 97 | 15.49 |
| N.P.C. 140 | 97 | 15.49 |
| N.P.C. 141 | 97 | 15.49 |
| N.P.C. 142 | 97 | 15.49 |
| N.P.C. 143 | 97 | 15.49 |
| N.P.C. 144 | 97 | 15.49 |
| N.P.C. 145 | 97 | 15.49 |
| N.P.C. 146 | 97 | 15.49 |
| N.P.C. 147 | 97 | 15.49 |
| N.P.C. 148 | 97 | 15.49 |
| N.P.C. 149 | 97 | 15.49 |
| N.P.C. 150 | 97 | 15.49 |
| N.P.C. 151 | 97 | 15.49 |
| N.P.C. 152 | 97 | 15.49 |
| N.P.C. 153 | 97 | 15.49 |
| N.P.C. 154 | 97 | 15.49 |
| N.P.C. 155 | 97 | 15.49 |
| N.P.C. 156 | 97 | 15.49 |
| N.P.C. 157 | 97 | 15.49 |
| N.P.C. 158 | 97 | 15.49 |
| N.P.C. 159 | 97 | 15.49 |
| N.P.C. 160 | 97 | 15.49 |
| N.P.C. 161 | 97 | 15.49 |
| N.P.C. 162 | 97 | 15.49 |
| N.P.C. 163 | 97 | 15.49 |
| N.P.C. 164 | 97 | 15.49 |
| N.P.C. 165 | 97 | 15.49 |
| N.P.C. 166 | 97 | 15.49 |
| N.P.C. 167 | 97 | 15.49 |
| N.P.C. 168 | 97 | 15.49 |
| N.P.C. 169 | 97 | 15.49 |
| N.P.C. 170 | 97 | 15.49 |
| N.P.C. 171 | 97 | 15.49 |
| N.P.C. 172 | 97 | 15.49 |
| N.P.C. 173 | 97 | 15.49 |
| N.P.C. 174 | | |

| Capitalization £000's | Company | Last Price | Change on week of |
|--------------------------|--------------------|---------------|-------------------------|
| 3,006 | Airsprung Group | 52 | — |
| 525 | Armstrong & Rhodes | 21 | — |
| 10,347 | Bardon Inc | 170 | — |
| 540 | County Cass. Prof | 74 | 1 |
| 6,765 | Deborah Ord | 98 | — |
| 4,687 | Frank Horcell | 125 | — |
| 9,824 | Frederick Parker | 68 | 1 |
| 1,874 | George Blair | 28 | — |
| 2,050 | Jackson Group | 120 | — |
| 10,347 | James Barryrow | 82 | 2 |
| 3,111 | Robert Jenkins | 205 | 3 |
| 3,385 | Torday Limited | 220 | — |
| 2,725 | Twinclock Ord | 223 | 4 |
| 2,320 | Twinclock 15% ULS | 85 | — |
| 7,171 | Unizack Holdings | 47 | 1 |
| 12,653 | Walker Alexander | 400 | 1 |
| 5,718 | W. S. Yeates | 245 | — |

* Accounts prepared under provision of S.S.

| Bank Base Rates | |
|---------------------------|-----|
| ABN Bank | 16% |
| Barclays | 16% |
| BCCI | 16% |
| Consolidated Crdts | 16% |
| C. Hoare & Co | 16% |
| Lloyds Bank | 16% |
| London Mercantile | 17% |
| Midland Bank | 16% |
| Nat Westminster | 16% |
| Roseminster | 16% |
| TSB | 16% |
| Williams and Glyn's | 16% |

Worldwide activity at BNP

From this firm base we can look forward with confidence.

Other openings due in 1980
Branches:
 • Argentina (Buenos Aires)
 • UK (Manchester, BNP Ltd)
Representative Office:
 • Rumania (Bucharest)

* Calculated as at 31.12.1979 at FF 4.02 = US\$1

Banque Nationale de Paris

Head Office, 16, Boulevard des Italiens, Paris 75009. Tel: 244-45-46 Tlx: 280 605-2000 branches in France
U.K. Subsidiary
Banque Nationale de Paris Limited
8-13 King William Street, London EC4P 4HS. Tel: 01-626 5678 Tlx: 883412

Bank Base Rates

| | |
|---------------------------|------|
| ABN Bank | 16% |
| Barclays | 16% |
| BCCI | 16% |
| Consolidated Crdts | 16% |
| C. Hoare & Co | *16% |
| Lloyds Bank | 16% |
| London Mercantile | 17% |
| Midland Bank | 16% |
| Nat Westminster | 16% |
| Rossminster | 16% |
| TSB | 16% |
| Williams and Glyn's | 16% |

* 7 day deposit on sums of £10,000 and under 1 1/2%. up to £25,000 1 3/4%. over £25,000 1 1/2%.

Commercial property

Elegance and history in Edinburgh

A touch of Georgian elegance has been added to the office property market in Edinburgh, where the conversion of a building in Charlotte Square, at the centre of the city's Georgian town, has been completed.

The square, which was built to a design of Robert Adam, is now recognized as one of the best office addresses in the city, with all the buildings Grade A listed as being of architectural and historic interest. Number 32 was built in 1814 and includes among its former occupants Alexander Graham Bell, the father of the

telephone, who was born there in 1847.

The building has been converted by Robert Hurd and Partners and provides 9,300 sq ft on five floors. Many of the original features have been retained and a rent of £55,000 a year is being sought by the joint letting agents, Kenneth Ryden and Partners and Strutt and Parker, on behalf of the Fleming Property Unit Trust.

Fresh progress on several ventures has been reported by Trafalgar House (Industrial) Developments Ltd. These include the refurbishment of more than 30,000 sq ft of space at the Bedford Mill Industrial estate, Harpenden, Hertfordshire, and its splitting into seven factory units. John D. Wood and Co and Hampton and Sons are advising on letting.

Trafalgar also reports that the fourth phase of its North Orbital trading estate at St Albans, Hertfordshire, is substantially let. The estate comprises 213,520 sq ft of factory and warehouse space. The joint letting agents are Hampton and Sons and Graor and Partners. Extra office space within Livingston New Town, West

Lothian, Scotland, will be provided by a 21,000-sq ft extension to Peel House being undertaken by Markham Developments Ltd, part of the J. M. Jones Construction Group, together with the Scottish Mutual Assurance Society.

The present building is occupied by Marconi Ltd and Digital Equipment Co Ltd, and the extension is expected to be completed in March, 1981. Hillier Parker May and Rowden have acted on behalf of Markham throughout.

In Studley, Warwickshire, outline planning consent has been received for a 2.6-acre town centre development comprising a supermarket, six shops and 19 houses and maisonettes. The site, with development proposals designed for Needle Industries Ltd is on sale as a freehold interest through Grimley and Son.

A rent of £500,000 a year is being quoted by Weatherall Green and Smith for 33,650 sq ft of office space developed by the St Martins Property Group in Chancery Lane, London. The building is called Denning House after the Master of the Rolls who

recently performed the opening ceremony.

The building has two retail or showroom units fronting Chancery Lane and comprises six floors behind the decorative stone facade of the original structure. The Master of the Rolls formerly held substantial property in Chancery Lane and a further link with the past can be seen in the use of old stock bricks at the rear in Star Yard, creating what is described as a typical London courtyard environment.

Also in London, the freehold of 26/40 Broadwick Street, W1, has been acquired for more than £2m by CEMP Properties (UK) Ltd, a subsidiary of the Montreal-based group. Except for one shop unit, the building has been sold with vacant possession and comprises 64,000 sq ft on basement, ground and six upper floors. Debenham Tewson and Chinnocks have been retained by CEMP which is formulating its proposals for the property.

The Norwich Union insurance group has entered into an agreement with W. C. Hilton (Holdings) Ltd to develop a 9.2-acre



The Broadwick Street, London, property sold for more than £2m.

site in the new Haywards Heath, Sussex, town centre. Development cost will be about £7m and building should be completed by the end of 1982. The development includes 33 shop units, a supermarket and a department store, together with 30 flats and a 400-space car park. The supermarket has been pre-let to Fine Fare while George Hilton and Sons will take a lease

of the store. Letting agents are Hillier Parker May and Rowden. The second phase of the joint industrial and warehouse development undertaken by Royal Insurance and John Findlay near Junction 11 of the M1 motorway at Taddington, Bedfordshire, is to begin shortly. The first phase, of over 90,000 sq ft, has been fully let prior to completion.

The second phase will provide a total of 55,000 sq ft of industrial accommodation in units from 4,000 sq ft upwards. The joint agents, St Quintin and Fulker, report that advance negotiations are in hand with two large companies for substantial prelets on the remainder of the estate.

As a result of relocation to Coulsdon, Surrey, the present headquarters of Modkraft, the toy firm, at Purley, will become surplus. There are about 10,500 sq ft of offices and storage space, and a rental of £45,000 a year exclusive is one of the options available. The agents are King and Co.

Gerald Elv

Commercial Properties and Services to the Business World

FOR SALE BY TENDER ON 10th OCTOBER 1980

LEE VALLEY CARAVAN PARK (TOURING)
LEE VALLEY REGIONAL PARK
LONDON, E4

Planning permission and licence for 242 touring caravans on 100 acres, 3 Toilet Blocks, Shop, Office, Laundry etc. Site area 121 acres. Superbly located for London and Countryside.

CHARLES F. JONES & SONS
17 Gate Street, Lincoln's Inn Fields,
LONDON WC2A 3HT
01-242 7823 Telex 268897

BUSINESS FOR SALE

FOR SALE AS A GOING CONCERN ALLARD EXCLUSIVE KNITWEAR COMPANY LTD.

And Associated Companies at
Market Weighton, Yorkshire
Comprising the Freehold Factory Premises, Plant, Machinery, stock, etc. of a company engaged in the manufacture of knitted cloth and exportation of finished goods.
Further particulars can be obtained from:
Bernard Phillips & Co. Chartered Accountants,
75 New Broad Street, LONDON EC4M 6AN.
Telephone: 01-580 0784.

COMMERCIAL AND INDUSTRIAL PROPERTY

W. J. Small, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

BUSINESS OPPORTUNITIES

BUSINESS OPPORTUNITY

Large Sales Organisation with over 200 offices in U.S., Canada and Australia now expanding. Offer excellent opportunity to own your own business if you are aggressive and want the following:
1. Very high profit potential.
2. Extensive company training.
3. No investment (largely secured by inventory).
4. A proven sales programme for indoor direct sales.
Interested, write now for information. Address: James International, 2227 N. 81st Court, Omaha, Nebraska 68124 or call toll free 1-800-222-2271.
Plans will be sent through the post. Send resume today!

PRINCIPALS ONLY

1. Short term (1-2 years) investment in a business. 2. High profit potential. 3. No investment (largely secured by inventory). 4. A proven sales programme for indoor direct sales. Interested, write now for information. Address: James International, 2227 N. 81st Court, Omaha, Nebraska 68124 or call toll free 1-800-222-2271. Plans will be sent through the post. Send resume today!

COMMERCIAL SERVICES

Efficient, efficient, phone answering, mail, typing and more services. 24/7/365. Call 01-242 7823.

EXPAND YOUR BUSINESS

Expand your business with a proven sales programme for indoor direct sales. Interested, write now for information. Address: James International, 2227 N. 81st Court, Omaha, Nebraska 68124 or call toll free 1-800-222-2271. Plans will be sent through the post. Send resume today!

SUPPLIES SERVICES & EQUIPMENT

IBM ELECTRIC TYPEWRITERS

Factory, reconditioned and guaranteed. Call 01-242 7823.

EDUCATIONAL

DOVERBROCK'S, OXFORD

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

Grade 6 and 7 Entrance

LEGAL NOTICES

No. 000158 of 1/80

In the High Court of Justice

Chancery Division Group 1

Between the Plaintiff and the Defendant

THE COMPANIES ACT 1947

Notice is hereby given that by an order of the High Court dated the 25th day of July 1980, the Plaintiff has been appointed liquidator of the Defendant.

The Defendant is a company registered in England and Wales under No. 000158 of 1/80.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

The Plaintiff has been appointed liquidator of the Defendant for the purpose of administering the assets of the Defendant and for the purpose of distributing the assets of the Defendant to the creditors of the Defendant.

